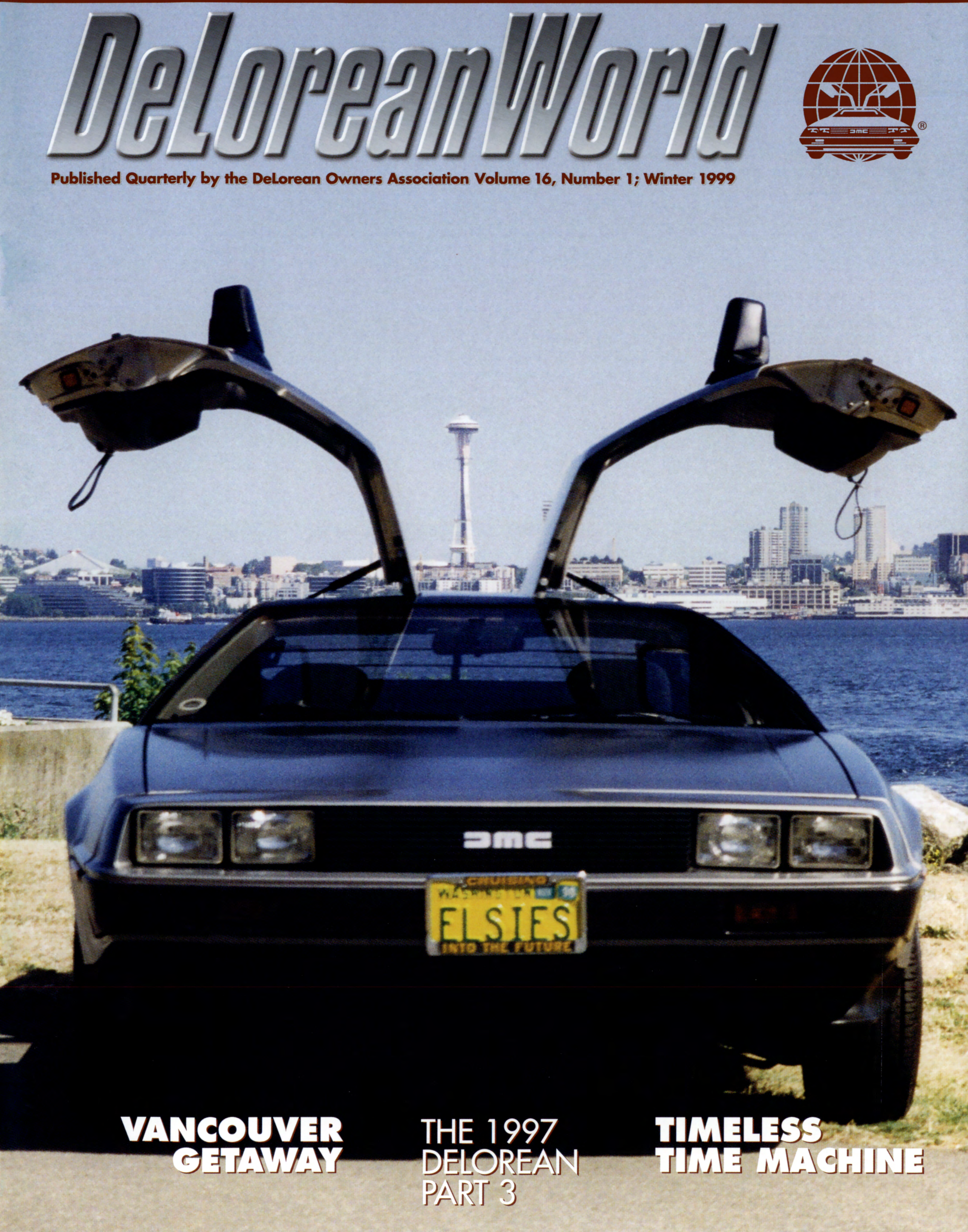
DeLoreanWorld

Published Quarterly by the DeLorean Owners Association Volume 16, Number 1; Winter 1999


DMC
CRUISING
WASHINGTON
ELSIES
INTO THE FUTURE

VANCOUVER GETAWAY

THE 1997 DELOREAN PART 3

TIMELESS TIME MACHINE

OKTOBERFEST

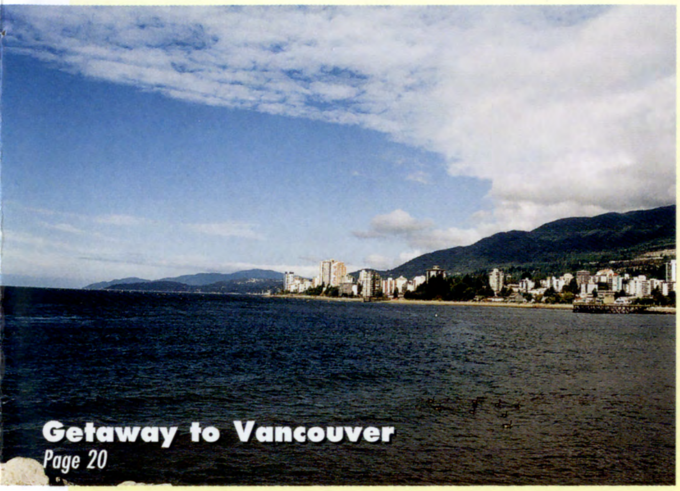
DELOREAN EXPO '99 / OCTOBER SEVENTH THROUGH TENTH / ST. LOUIS

Photo courtesy St. Louis Convention & Visitors Commission

DeLoreanWorld

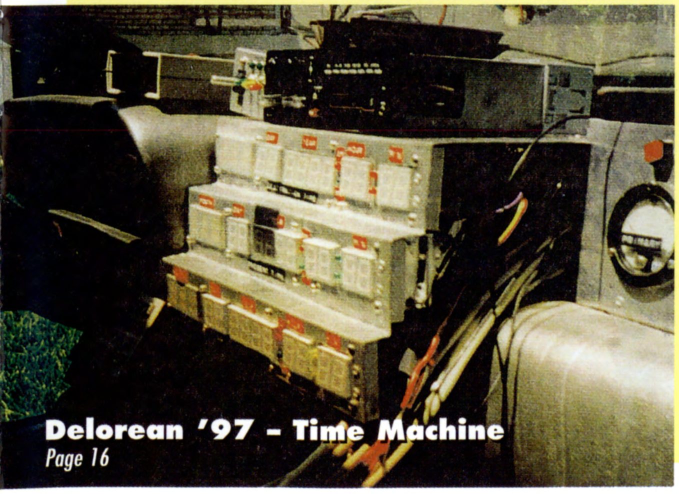
DeLorean World, Volume 16, Number 1; Winter 1999

ON THE COVER
Seattle Space Needle in the background. Photograph: Joe Rainier, Bremerton, WA



Getaway to Vancouver
Page 20

Get ready for St. Louis
Page 36



Delorean '97 - Time Machine
Page 16

IN THIS ISSUE

4
PRESIDENT'S MESSAGE
New Year's thoughts.

5
THE CITY OF A MILLION LIGHTS
Palm Springs in December.

7
LETTERS TO THE EDITOR

8
AUTOFEST '98
A car lover's dream.

9
CALENDAR OF FUTURE CAR EVENTS

10
THE CRAWFORD AUTO-AVIATION MUSEUM
In the first "motor city."

12
THE TIMELESS TIME MACHINE
Renting a DeLorean? You bet!

16
THE '97 DELOREAN, PART 3
Part three: the time machine components.

20
DELOREAN GETAWAYS
Escaping to Vancouver, British Columbia.

28
SERVICE BULLETIN #50
Neiman door locking systems.

30
THE DELOREAN CAR SHOW IN CINCINNATI
A wonderful event remembered.

35
CLASSIFIED

36
MEET ME IN ST. LOUIE
Get ready for Oktoberfest!

PRESIDENT'S MESSAGE

By Linda Porter

Once again, on New Year's Day, I washed my DeLorean. I find I'm pretty good at keeping short-term New Year's resolutions, so washing the car had been mine. The job gave me time to reflect on several things, such as the fact that I used to drive it every day. About ten years ago I got the idea that if was going to keep the car forever, I should get another car to drive so I wouldn't wear the DeLorean out! (The desire to keep it a long time was fueled by the fact that I have this goal to be known as that eccentric little old lady in the neighborhood that drives a DeLorean!) After I met other DeLorean owners I learned that driving it often is usually one of the best things you can do for the car. But by that time, I had two cars and so I don't drive the DeLorean every day.

Other ideas that ran through my mind had to do with the fact that our owners are certainly a multi-talented group of people. You can find evidence of that in this issue of DeLorean World. No less than seven articles or features in the magazine have been contributed by members from around this country and Canada.

Robert Brandys from Illinois, sends us Part Three of The '97 DeLorean. This segment covers the Time Machine options he has added.

Mike Substelny from Ohio, writes about Cleveland, Ohio's Crawford Auto-Aviation Museum. I have never been to Cleveland, but after reading this article, I felt I should go there, if only to visit this museum. It would be worth the trip to see their collection of stainless steel cars. This is a fascinating article so don't miss it.

From British Columbia, Canada, Bruce Lasuta takes us on a Vancouver "Getaway". The image I have of a life-sized wooden Canadian Goose, riding along, strapped into the passenger seat of a DeLorean, is my favorite. After reading that article, I want to get away to Vancouver as soon as possible.

Kirk Dunne tells about decorating a DeLorean for the Festival of Lights Parade in Palm Springs, California, this past December. Brian Henson from South Carolina, attended "My Classic Car Autofest" in Evansville, Indiana, where five midwestern DeLoreans were in attendance.

Speaking of car shows, Mike Substelny and Wayne Luoma, both from Ohio, team up to write about the DeLorean Car Show held in Cincinnati last June. I mentioned it briefly in one of my previous messages. I was unable to attend all the events that weekend, so I'm glad Mike and Wayne are able to give you a more complete picture of this show.

Art Shipley is a member from Nevada. He was asked if he'd be willing to "rent" his DeLorean to a company needing one for a sales meeting. Since it involved some time spent in beautiful Lake Tahoe, why not? I had a similar chance last spring. It didn't involve a trip to Tahoe, just a 30 minute drive into San Diego. My car was to be used as a decoration for a sales meeting cocktail party with a "Back to the Future" theme. What else? I was told no one would sit in the car, only look at it, and pose for pictures next to it. When I arrived, the decorators weren't ready for the car to be brought in so I waited. Finally, I drove it into the tented pavilion and got it positioned to suit the "director". Imagine my dismay when I found out their plans to attach all kinds of paraphernalia to the car. I'd just paid to have it detailed! (No attachments were made to my car.) The car was an obvious hit during the party and it gathered a large collection of hand prints. I sat in a corner and chatted with a few strangers. Most people had no idea I was the owner of the car. At the end of the evening, as I got into my car to start it and drive out, one of the men in the group that was still partying, looked aghast and blurted out, "How come YOU get to drive that car?" All I could do was laugh, as I told him it was mine. That was my favorite part of the experience.

It is always a pleasure to read of the activities of our members. I hope you'll enjoy their exploits as much as I have. In the meantime ... I wish you all a very happy and healthy 1999.

The City Of A MILLION LIGHTS

Mike Hanley's DeLorean. *photo by Matt Weidle*

left to right: Michele Turkes, Doug Jackson, Jeff Jackson, Kirk Dunne and Mike Hanley. photo by Jim Hales

Ed and Mary Krasicki festooning their car. photo by Mimi Breer

By Kirk Dunne, Alta Loma, California

"We're lost, I just know it," spouted a crew member in my ear. Four of us were in a mundane truck following two others in a sleek, silver sportscar. (The type of sportscar I hope to own one day.)

Our journey to Palm Springs was fast and furious. Attaining 90 mph to keep up with our anxious lead in his DeLorean was more of a necessity than a thrill. Strong winds buffeted our truck as both vehicles wound their way downtown to the 1998 annual Palm Springs Festival of Lights Parade. One wrong Motel 6 later, we found the right one to be used for our decorating area. Waiting for us were 5 other DMC-12's. We held our breath, as the fun was just about to begin.

A GLITTERING SPECTACLE.

Held annually, the parade presents people the opportunity to wrap Christmas lights around something other than the family tree or home. Whether it be a car, truck, tractor, or float, lights are strung about them, sometimes with the casualness of a child but more often the precision of a surgeon. Yet, the six DeLoreans offered themselves as what they always have been, a vehicle of a different...color and, in our case a driver of somewhat lesser years.

The distinction between our crew and driver, as compared to most other DeLorean owners happened to be our ages. "The New Generation" as Association member, Mike Hanley, age 24 of Sherman Oaks, puts it. This was Mike's and his friend's first parade with his cherished vehicle. With an age range of twenty-something, our generation's interest in DeLoreans is just beginning.

"WE'RE THE TAIL, WE'RE THE TAIL!" MIKE YELLED.

Happy to be named the last car, he thought his wreath taped to the back would be quite appropriate.

Stringed lights and strips of tape were readied by everyone. Parade rules specify 100 white miniature lights per each wheel of a vehicle. Our crew would use 1,000 in addition to the twenty wrapped around their person. Doug Johnson, age 25, zipped around the car describing to our us how he had worked out the lighting design. The work later paused only momentarily for all the cars to be moved to the staging area on the parade street. The owners began again and continued their work happily into the setting desert sun. All the lights had finally been secured and plugged in as the crew started double checking the tape. Everyone cheered when the lights were first tested yet, unfortunately the wreath failed to light. Doug dove into the wires. The car, standing somewhere between grand and gaudy, lit up again. The wreath then joined its counterparts and sparked up. Our crew couldn't have been more excited with what they helped create.

As the night grew colder, we were told to once again turn on our lights for the judges. Everyone grinned proudly at their glowing DeLorean, lights seemed to be streaming out from everywhere.

Soon after the judging ended, the official word was passed down and the group of DeLoreans won the "Best Overall Entry" award for the third year in a row.

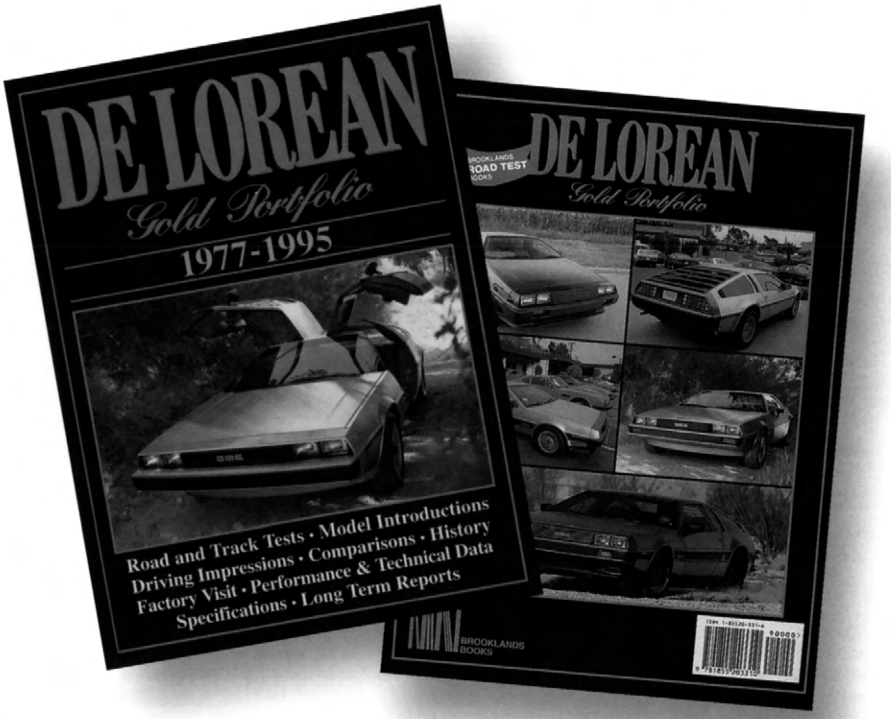
continued on page 7

DE LOREAN GOLD PORTFOLIO

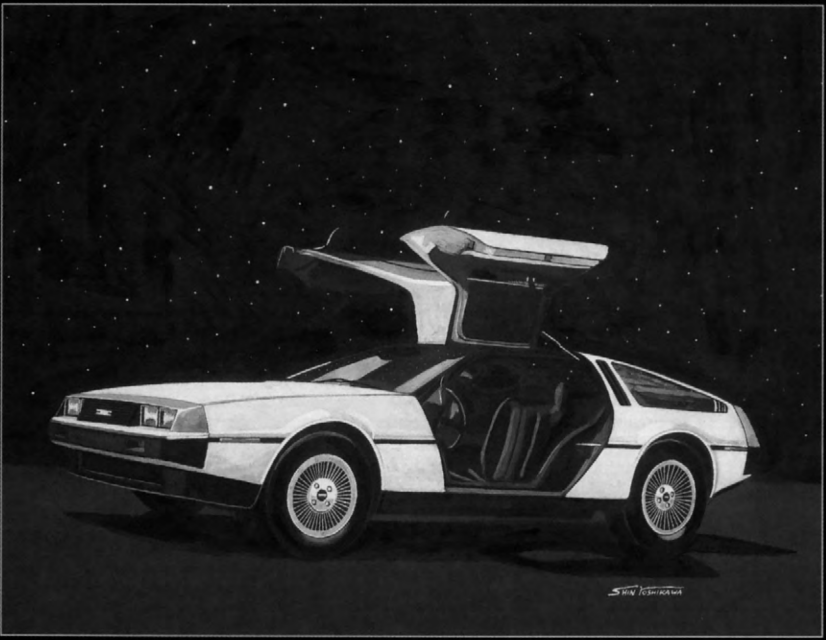
1977-1995 IS HERE!

Hot off the presses,
the **DeLorean Gold Portfolio, 1977–1995,** is an expanded Brooklands coverage featuring articles by the top automotive journalists from the world's leading automotive publications. Filled with road and track tests, model introductions, driving impressions, comparisons, a factory visit, performance and technical data, specs, long term reports, and so much more.

172 pages, approx 300 illustrations.
$24.95 each + $5.00 shipping.


DE LOREAN
Gold Portfolio
1977-1995
Road and Track Tests · Model Introductions
Driving Impressions · Comparisons · History
Factory Visit · Performance & Technical Data
Specifications · Long Term Reports
BROOKLANDS ROAD TEST BOOKS
DE LOREAN
Gold Portfolio
BROOKLANDS BOOKS

Beautiful DeLorean poster.


SHIN YOSHIKAWA

30 inches wide – 24 inches high
Full color

Twenty dollars or forty-five dollars for one of a hundred numbered and signed by the artist Shin Yoshikawa.

Add $5.00 shipping plus 8.25% sales tax if you live in California.

DELOREAN OWNERS ASSOCIATION

Send your order to: Marcie Haug, Products Director, Delorean Owners Association
1617 Del Valle Avenue, Glendale, CA 91208 Phone & fax: (818) 547-3638 e-mail: products@delorean-owners.org

DELOREAN WORLD

Letters TO THE EDITOR

We welcome your letters about Delorean-related issues, so join in. We may need to edit what you send us for clarity, content and brevity, however. Send your letters to David Knudson, P. O. Box 423, Tujunga, CA 91043-0423

Dear Editor,

A friend told me some DeLoreans were gold plated. Was this really true?

Dwayne Neenan,
Brunswick, NJ

Yes, there were three DeLoreans that were 24 Karat gold plated. They all have interesting stories. I suggest you get the back issue Vol. 10, #2 and read the article about them.

Dear Editor,

I've seen my share of modified DeLoreans at Expos and other events. Some were quite nice, most were pretty sad. But in the last issue (Vol. 15, #4) of DeLorean World, the article by Robert C. Brandys takes the cake. Actually, had Mr. Brandys simply correctly maintained his car, he wouldn't have needed to have spent so much money on what he calls "upgrades". If you get a flat tire fix it, don't add another wheel.

Fred Grijalva, Red Oak, PA

Dear Editor,

I am a new owner and just received my second issue of DeLorean World magazine (Vol. 15, #4).

The Expo 1998 looked to be a lot of fun. Even my wife wants to come to the next one. But the article, "'97 DeLorean" was really interesting. Please tell the author, I plan to make some of the improvements.

Chris Sasaki, Sacramento, CA

We received several pro and con letters regarding Bob Brandy's articles. These two are indicative of the opposing opinions.

Dear Editor,

I've been a member for about 3 years now and have not seen any indication that you have had or plan to have an Expo in the East.

John Floravonti, Brookline, MA

The last event we had in the East was in Williamsburg, Virginia in 1994. As you will notice in this issue, we are going to St. Louis which isn't all that far from you. I don't know for sure, but I have a feeling 2001 could be the next eastern Expo. Why not get the set of DeLorean World back issues to bring yourself up to speed on your car and the Association.

THE CITY OF A MILLION LIGHTS,

continued from page 5

The moment, although wonderful for everyone, was far from over. The journey still had a bittersweet end in store for our young crew.

THE JUDGING WAS OVER AND IT WAS TIME FOR THE PARADE TO BEGIN.

Two other DeLorean drivers had open passenger seats, so crew members Michelle Purkes, age 22 and Jeff Jackson, age 30 claimed shotgun for themselves. With Mike and Doug also in the parade, this left Matt Weidle, age 24 and me, age 29 to videotape the parade from the sidelines. With the air chilled, the parade began.

The two of us filming the parade were at first excited to finally see the DeLoreans slowly cruising down Main Street. The lead car with four thousand lights stood out like a chandelier on wheels. Then we saw Mike's car. The scene was disheartening to say the least. Every light, save a string attached to one door, had failed. Due to some brutal technical difficulty, the strings of lights had winked out sometime after the beginning of the parade.

Although disappointing, the DeLorean owners regrouped afterwards to recount the fun of the whole night. Our discouragement was immediately turned into determination for next year as we were bestowed the 1998 trophy for "Most Decorated". In the end, bittersweet turned out not to be very sour after all. It wasn't about the lights not working or anything else. It was about the crew and the mission and the fun had by everyone involved. Perhaps one day, years from now, Mike and his crew will see DeLorean owners as young as they are now and they will remember nights like this with a smile.

It has been said that it's the journey itself, not the journey's end that makes the man and, perhaps they're right. The night's most unforgettable times were of the labor and fun involved with old friends and of the new acquaintances we made. This may have been a new generation of owners, yet we share the same love for the automobile and the desire for coalition among owners that the veterans do. Some of the owners at the parade are younger than you might think. Take for example, Chip Shirek, age 19 and his partner Christin Russell age 18, both from Hemet, California.

It was the journey itself and not the end conclusion that made everything as great as it was. As we started the 120 dark miles back home, we knew that our crew would not hesitate to embark on the next journey, or the next…no matter what our age. And, maybe in my own DeLorean, next year.

A Car Lover's Dream:

photo by Brian Henson

AUTOFEST '98

By Brian Henson,
Orangeburg, South Carolina

Where were you on the weekend of October 2-4, 1998? If you weren't at Roberts Stadium in Evansville, Indiana at the MCC Autofest '98, you were missing out on a great chance to chat with fellow DMC-12 owners and car enthusiasts from all over the country.

A true celebration of cars, the Autofest is the brainchild of the folks at Club MCC, an organization devoted to the collector car hobby and its preservation. They also produce My Classic Car, which airs on TNN on Saturday and Sunday afternoons and is hosted by Dennis Gage. All of the feature cars from the show's 1997-'98 season were brought to Evansville and displayed on the floor of Roberts Stadium.

Autofest '98 was well worth the trip from where I live in South Carolina. Unfortunately, my DeLorean was ill and couldn't make the trip, but both of us will join our fellow DeLoreans and DeLorean owners at Autofest '99!

WE CRUISED THE RIVER.

The Autofest began on Friday with a cruise-in along the Ohio River for all of the owners and was followed by a reception for Club MCC members. The show began on Saturday morning and drew quite a crowd of cars and onlookers alike. There were autos as rare as a one-of-a-kind '67 Mercury Cyclone GT with a 427 to a 1916 Elgin, the only one of seven known to exist that is currently running. Every era in automobile history was represented from a 1903 Curved Dash Oldsmobile, the first mass produced auto, to a Chrysler Atlantic, a concept car. There was a car corral where owners could display vehicles they wanted to sell as well as a swap meet and booths by various companies associated with the collector car hobby. Saturday's activities ended with Mike Harvey's Super Gold Sock Hop.

I was fascinated by all of the cars, particularly a '65 Competition Cobra that was a back up to the Ford GT-40's at that year's LeMans Endurance Race. There was also a one-of-a-kind Shelby 500 "Super Snake" Mustang, the only one ever built with a 427 cubic inch power plant. However, my blood runs the color of stainless steel, and I was drawn to the five DeLoreans that made the trip to Evansville. On Sunday, a rare 1983 Consolidated International DeLorean made an appearance at the Autofest. It was a great opportunity to meet other DMC-12 owners and discuss upcoming shows and events we'd attended as well as getting solutions to problems we may have been experiencing with our cars.

During both days of the Autofest, Jim Richardson demonstrated restoration techniques and Midwest Classic Insurance held a seminar on appraisals and insurance for collector cars. As an expansion of the "Classic Designers and Engineers" feature of My Classic Car, the folks at Club MCC invite one of the designers or engineers highlighted during the past season to give live interviews with Dennis Gage. This year Norm Kraus, better known as "Mr. Norm," was the featured personality. Mr. Norm is as well known to Mopar fans as Carroll Shelby is to Mustang and Don Yenko is to Chevrolet.

WATCH FOR THE TV PROGRAM.

In addition to everything else that was going on, Dennis Gage and his crew filmed an episode of My Classic Car. This year's Autofest episode will air sometime in 1999, so be on the look out for it. Last year's Autofest episode featured an interview between

continued on page 27...

CALENDAR OF FUTURE **CAR EVENTS**

Do you know of any events that are not sponsored by the DeLorean Owners Association but may be of interest to DeLorean owners? To inform our readers about shows, meets or places of interest to DeLorean owners, we present this events calendar. Please submit the following information for each event:

Location *(state, city/town, place)*
Date *(three or more months ahead of time you receive each issue)*
Name, address and telephone number *(for further information)*
Hold the notice size to 30-40 words
Send to: Hank Breer, 1946 N. Harding Ave., Altadena, CA 91001

MARCH

21 Los Angeles, CA	Hollywood Park Vintage & Collectible Autos, Swap Meet, Show & Sale – car judging & new, used, antique parts & accessories. Century Blvd. at Prairie (888) 837-5777 FAX (714)969-5448 e-mail carshows98@aol.com
27-28 Lake Havasu, AZ	Havasu Happening – London Bridge Resort (520)855-6125 www.desertsteel.com
27-28 Bern, Switzerland	Old Timer & Teile Market – This is the largest antique car Swap Meet & Car Show in Switzerland. Theo & Christine Rais 011-41-32-358-18-10
13 Sierra Vista, AZ	Boys & Girls Club Benefit Car Show - K-Mart parking lot (520) 459-2184
9-12 Oceano, CA	3rd Central Coast Grand Prix - Oceano Airport (1 mile south of Pismo Beach) 9-5 (805) 481-1804
26-28 Laughlin, NV	7th Gambler's Classic Poker Run & Car Show – Corvettes of Bakersfield ALL CARS WELCOME (805) 366-0925
19-21 Amelia Island, FL	First Coast Classic Auction – in conjunction with Concours d' Elegance at The Ritz Carlton RM Classic Car Productions Jack Boxstrom (613)476-9133 FAX (613) 476-9133
12-14 Tampa, FL	Tampa Bay Auto Fair. Auction, car show, swap, music shows and more. Last year had over 600 cars at auction, 1,000 show cars, and 500 corral cars. Over 2,000 vendor spaces. Florida State Fairgrounds. Admission $8.00, under 10 free. (727) 449-1963.
13-14 Wethersfield, CT	5th Annual No Reserve Auction and Sale. Automotive memorabilia, literature, books, petroliana, signs, toys, and artwork. Jerry Lettieri (860) 529-7177 in CT or Dave Brownell (802) 362-4719 in VT.
14 Stuart, FL	Elliott Museum annual auto show. Classics, fun and fashion. Admission $6.00, Children $2.00, and includes the museum. To enter your car info: 826 NE Ocean Blvd., Stuart, FL 34996 (561) 225-1961.

APRIL

3 Mobile, AL	Treadwell Camellia Classic Car Show '99 - 6th annual Open Car Show at Bellingrath Gardens. A showcase for over 200 classic cars. Food, entertainment, prizes (334) 866-3761
8-11 Essen, Germany	Techno-Classic Essen, S.I.H.A. Aussteuungen Promotion Gmb H 011-49-2407-17300 or Michel Franssen, P.O. Box 3164, D-52118, Herzogenrath, Germany
18 Van Nuys, CA	10th Spring Car Show Coastal - Valleys CHVA Woodley Park (818)767-1857 [note DeLoreans were invited last year, but due to late notice were unable to participate. If anyone in the Southern CA area is interested please contact Mimi Breer (626)798-6279 FAX (626)798-9764 or e-mail: hbreer@ix.netcom.com and I'll set up a group entry in the orphan car category]
18 Orange, CA	Annual Orange Sunrise Rotary Charity Car Show - Orange Historical Plaza (714)633-8145 (714)633-7568
24 Seal Beach, CA	12th Annual Charity Car Show; Chamber & Business Assoc. (562)493-1456
18 San Jose, CA	Show & Shine Swap Meet - Santa Clara Fairgrounds parking lot (209)858-9506
10-12 Las Vegas, NV	25th year " The Auction" - Imperial Palace 3535 N. Las Vegas Blvd. call Don Williams @ Blackhawk (925)736-0695 or (800)968-4444
23-25 San Antonio, TX	Complete CLOSE-OUT of Carl Van Roekel's Alamo Classic Car Museum - 200 vehicles & hundreds of collectibles call Kruse (800)968-4444 or Dan Kruse Classic Car Productions (210)495-4777

MAY

7-8 Parker, AZ	River Happening La Paz Park (520)855-6125 or www.desertsteel.com
28-30 Paso Robles, CA	"Cruisin' Nationals" - 18th year of cruisin' with West Coast Kustoms (909)488-0413
15 Monrovia, CA	Monrovia Days Annual Parade Join other DeLoreans in this our 4th year of participation FREE ENTRY FREE CONTINENTAL BREAKFAST FREE LUNCH provided by the business assoc. Interested? Want an invite? contact Mimi Breer (626)798-6279 FAX (626)798-9764 or e-mail: hbreer@ix.netcom.com
15 Yorba Linda, CA	Nixon VIP Presidential Car Show - Nixon Library (562)806-4045
21-23 Killington, VT	Eastern Regional Run 9 at The Inn of the Six Mountains sponsored by DeLoreans of New England rally, tech, products & car show
Memorial Day La Canada, CA	Join other DeLoreans in this morning parade. Contact Mimi Breer (626)798-6279 FAX (626)798-9764 or e-mail: hbreer@ix.netcom.com

JUNE

6 Huntington Beach, CA	Concours d' Elegance - H. B. Central Park (714)960-2100 or (562)421-0490
12 Sparks, NV	4th Shadow Mt. D.A.R.E. Show - cars, boats & root beer floats. Reed H.S. corner Sparks & Baring Blvd Show & Shine. Vehicles of ALL AGES WELCOME 9-4 (702)972-7456 or (530)283-1555
12-13 Salt Lake City, UT	Dick & Stacy Williams Museum Auction - nearly 300 cars (800)968-4444
19 Riverton, WY	Complete CLOSE OUT Auction of The Remember When Museum - 300 cars, signs, memorabilia. All at no reserve (800)968-4444

THE CRAWFORD AUTO-AVIATION MUSEUM

CLEVELAND, OHIO • By Mike Substelny, Cleveland Heights, Ohio

The Crawford Auto-Aviation Museum in Cleveland boasts one of the finest collections of its kind anywhere in the world. Comprised of over 200 significant automobiles, airplanes, bicycles, motorcycles, and other vehicles, the Crawford Collection is rich in cars of historic relevance for researchers and excitement for sightseeing automotive enthusiasts. In particular, the Crawford Collection contains some of the most significant cars for us DeLorean devotees; we will see more about that later.

Housed adjacent to the Western Reserve Historical Society's Cleveland History Museum on University Circle, the Crawford Collection itself has an intriguing past. Fredrick C. Crawford was President of Thompson Products (now TRW) in 1937 when serendipity dropped his first collectable car in his lap. Thompson

Products was an exhibitor at the Great Lakes Exposition that year, and at the close of the show, another exhibitor asked Mr. Crawford for a loan to save his business. Crawford declined to give the loan, but offered to buy the 1910 Duryea featured in the man's exhibit.

That moment marked the beginning of the collection that became "The Thompson Auto Album" and, as it grew, the expansive Crawford Collection that we have today. The cars of this collection tell many stories, from the turn-of-the-century automotive empires to the Big Three (Big Two?) and fallen marques like Cord, Studebaker, and DeLorean.

Incidentally, when John Z. DeLorean left Packard, Thompson Products tried to recruit him, but DeLorean decided to go to General Motors instead. It is probably lucky for us that he did not come to Cleveland.

THE FIRST MOTOR CITY

It is a little-known fact that Cleveland was once the automobile capital of America. A century ago, Cleveland was in the midst of an industrial boom. In those days the car was a plaything for the rich, and dozens of small manufacturers sprang up to supply these mechanical extravagances. For about a decade, Cleveland was the center of America's automobile industry, home to hallowed names like Winton, White, and Peerless as well as obscure marques like Pennington, Buckeye, and Washburn. Somewhere between 1904 and 1908, Detroit surged ahead and never looked back, but Cleveland held on to the second place slot in automotive production for another quarter century or so.

Some historians contend that Cleveland's commercial automotive industry is the oldest in the country. On March 24, 1898, Robert Allison paid Alexander Winton $1,000 to purchase Winton's new standard model car.

Excluding earlier limited productions by Charles Duryea and Elwood Haynes, this would be the first time anyone ever purchased an American made car that was built in large numbers. To decide the issue for yourself, see the 1898 Winton Phaeton much like Allison's proudly displayed on the Crawford's upper level.

In the days of Cleveland's automotive dominance, there was still a question about whether cars would best be powered by steam, electricity, or gasoline. Each form had advantages and disadvantages, and while the question was unsettled, Cleveland manufacturers adopted all three. Excellent specimens of these cars are displayed in the Crawford Collection. White Motors made perhaps America's most successful line of steam cars for over a decade, and the Crawford has an entire section dedicated to this venerable marque. The Baker Electric line was founded by Walter Baker, a friend of Thomas Edison, to make elegant and easy to use electric cars that found appeal with women. Winton and Peerless were two very famous makers of gasoline powered cars of the era. Finally, the Owen Magnetic was a curious hybrid gasoline/electromagnetic car that attempted to combine the range and power of a gasoline car with the smooth ease of operation found in an electric.

Cleveland's automotive heyday ended as The Great Depression began, but history had already been written. During a thirty-five year span, eighty automobile marques had made a home for themselves in the Cleveland area. Many foundered in the tough economic times, but a few simply went into other, more profitable businesses such as making components for other manufacturers or even brewing beer. When you visit the Crawford you will learn their fascinating stories and see some of the splendid cars they produced.

SEE THE AIRPLANES, TOO!

The Crawford Auto-Aviation Museum also displays a fine collection of rare historic aircraft. It is appropriately housed here to preserve Cleveland's dual significance in flying history. In the same way Cleveland was important to automobiles, it was the center of America's aviation industry during 20s and 30s. Cleveland's airport was the world's largest for a period, acting as an important stop for airmail and airline routes. Cleveland was also the home of the National Air Races during the golden age of air racing, when daring pilots thrilled crowds of spectators with their feats of skill and bravery.

The racing planes displayed at the Crawford will amaze anyone. These sleek, lean aircraft were built for the flying equivalent of the Indianapolis 500. Brave pilots would strap themselves into the tiny frames of these planes, then the stubby wings and massive engines would hurl them through the sky in pursuit of fame and glory.

You will get a taste of that fame when you look at the Crawford's collection of Air Racing memorabilia, including the coveted Thompson Trophy.

WORLD AUTOMOTIVE HERITAGE

Among the unique cars at the Crawford is the original Chitty-Chitty-Bang-Bang. This 1921 racer is nothing but muscle, and it bears little resemblance to the frilly custom touring car that was made in the 1960s and used in a movie by the same name. One look at the massive engine and you can tell it never produced such a cute sound … the car was actually named after a baudy song popular with British soldiers in World War I.

The Crawford has a distinguished collection of classic touring cars and limousines made by Mercedes-Benz, Minerva, Rolls-Royce, and Cadillac during the 20s and 30s. DeLorean aficionados will be fascinated by the 1932 Peerless prototype with its aluminum body, and the amazing 1913 Alco.

Many of these cars are displayed beside Crawfordville, a backdrop designed to look like a turn of the century street scene. Unlike the backdrops in many other museums, visitors may actually walk into the scene, lean against the posts, peer into the windows of

continued on page 35…

THE STAINLESS CARS OF THE CRAWFORD

As regular readers of *DeLorean World* know, the DeLorean was not the first car with a stainless steel body. The Allegheny Ludlum Corporation has made a number of test cars with stainless bodies (see DeLorean World volume 14, number 4). These include six 1936 Ford Deluxe Tudor Sedans, two 1960 Thunderbirds, and three 1966 Lincoln Continentals.

The Ford Motor Company was an early pioneer in stainless steel car parts. In 1929 they made radiator shells, lamp shells, and various other parts out of stainless for the Model A. With this experience under their belt, Allegheny Ludlum was able to convince Ford to try to make some entire bodies out of stainless in 1935.

Despite their combined experience with stainless, Ford and Allegheny engineers discovered that they needed to develop entirely new techniques for stamping and welding the stainless. When stainless is stamped with a die the resulting shape is different from that of ordinary steel.

After perfecting the methods, Allegheny and Ford made six stainless test cars. For the next few years, Allegheny took the cars all over the country, showing off the marvels of their wonderful material to impressed crowds. Then, during World War II it became impossible to get new cars, so Allegheny used the stainless Fords as company cars. They distributed the six cars to their offices in Chicago, New York, Cleveland, St. Louis, Philadelphia, and Detroit where Allegheny employees drove them hundreds of thousands of miles.

By the time the war ended, one of the cars had disappeared (rumored destroyed in a WWII scrap drive) and the other five cars were so worn out that Allegheny sold them to their employees for $200 each. During the fifties, Allegheny regretted this decision and assigned a detective to track them down. He found four of the five.

At the request of Fredrick C. Crawford, Allegheny donated one to the Crawford collection so the public could see it and marvel at its enduring beauty.

The durability of this car amazed crowds when it was twenty years old; today it is three times older and even more amazing.

The effort to track down the 1936 Fords got so much publicity that Allegheny decided to team up with Ford again to make two 1960 Thunderbirds. This time the company kept the cars, and they probably still have them today.

Then in 1966, Allegheny and Ford decided to team up one more time, making three stainless Lincoln Continental convertibles. These gorgeous cars were made to commemorate that year's 50,000th Continental. Fully loaded, with 462 V-8s and "suicide doors," Allegheny kept two cars and Ford kept the third. Eventually one fender of Ford's car received a minor dent in storage, and Ford decided to simply give the car to Allegheny. Again Fredrick C. Crawford requested that the car be donated to the Crawford and Allegheny obliged. If you know where to look you can see the dent for yourself.

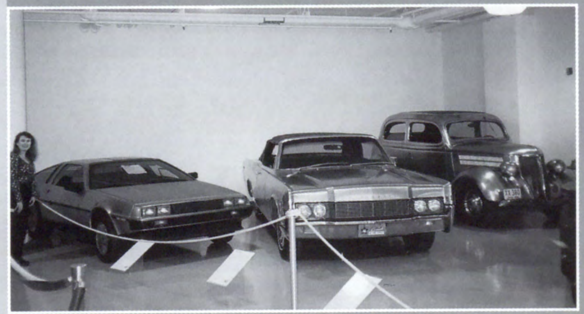
Combined with the VIN 500 DeLorean, the Crawford presents a collection of stainless steel cars unlike anything you can see anywhere else.

1898 Winton, the first American mass-produced car ever to be sold?

1929 NATIONAL AIR
AND AERONAUTICAL EXPOSITION
CLEVELAND AUG 24 - SEPT 2
38
5

From 1929 to 1939, then again from 1946 to 1949, the National Air Races brought the nation to Cleveland in search of thrills.

1956 Mercedes-Benz gullwing 300 SL with custom luggage. Sometimes displayed with doors up, other times with doors down.



Patti Substelny beside the first production DeLorean, the stainless 1966 Lincoln Continental, and the stainless 1936 Ford Sedan. Nowhere in the world can you take a picture like this.

THE TIMELESS TIME MACHINE

By Art Shipley, Yerington, Nevada

It was sometime in August that I received a phone call from John Truscott, the Association's Membership Director. He wanted to know if I still had my DeLorean and if it was in running order. I answered "yes" to both questions. But, I was puzzled as to the reason for his queries. He indicated that he had been contacted through the internet by a company called Rainbow Communications of Evansville, Indiana. They were searching for a DeLorean owner that was located near the Lake Tahoe area. John's research indicated that I fell into that category. He then informed me that Rainbow Communications would like to lease my DeLorean for a couple of days and that they were willing to generously compensate me for it's use.

RENT MY PRISTINE DELOREAN? NO WAY!

But wait. I am of the philosophy that all DeLorean owners must continue to promote the DeLorean logo; to keep the dream alive. What could a phone call hurt?

As John suggested, I called Tom Hilbert of Rainbow Communications. Tom explained that he wanted to use my DeLorean for a promotional presentation that was to be given to the Brown-Forman Corporation. This corporation is involved in spirits. If you're familiar with Jack Daniels, Southern Comfort or Finlandia, you know what kind of spirits I'm talking about. Tom further explained that the car would not be driven, but would appear as a stage prop for the presentation. "A stage prop?", I asked. Tom proceeded, "Yes, your car will serve as a time machine. You know like the vehicle used in the movie, Back to the Future. We will, of course, add on some very temporary additional components, such as a 'flux capacitor', strings of lights for the sides, etc. All items are extremely light and will be attached with tape only. I assure you, no damage will occur to your car". At this point, I was extremely curious. "Where and when will this presentation be held", I asked. "At the Hyatt Hotel in Incline Village North Lake Tahoe, during the second weekend of September", Tom replied.

WELL, THAT IS ALL IT TOOK.

It just so happens that the Hyatt is one of our favorite haunts at Lake Tahoe and September is one of the best times to visit the lake because the crowds are down and the weather is still very pleasant. "You have yourself a car, Tom", was my response. Arrangements were made, and my wife and I anxiously awaited that September weekend.

My home town is Yerington, Nevada, which is located approximately 80 miles southeast of Reno and is about an hour and a half drive from Lake Tahoe. The weekend was approaching and my wife and I departed for Tahoe, a few days early, I might add. Why not enjoy the fantastic scenery, the beautiful beaches, the superb cuisine, the great entertainment. Why not spoil ourselves for a few days? We left in convoy, I was in the DeLorean, my wife in her Porsche 944. We were in communication via our Motorola "Talk About" radios. The trip was beautiful. You wouldn't expect anything else in a DeLorean, would you?

When we arrived, we knew there was one thing we had to do; consume more fuel in the DeLorean. Fire requirements at the Hyatt demanded that there be five or less gallons of fuel in the tank. We decided to take one day and drive around the lake, a distance of approximately 80 miles. Now, it just so happened that there was a car show on the south shore that weekend. We decided to attend. Upon our arrival, the DeLorean received more accolades and paeans than most of the cars in the show, an experience of which I know most of you are familiar.

IT WAS FINALLY TIME TO DELIVER THE CAR TO THE HYATT HOTEL.

At the hotel, I met the affable Tom Hilbert of Rainbow Communications. He, in turn, introduced my wife and I to his retinues to include stage hands, lighting technicians, sound technicians and a pyrotechnic expert. Pyrotechnic expert???

Tom explained that there would be a fireworks display leading into the introduction of the time machine. I guess what alarmed me the most was that the pyrotechnic expert was a "dead ringer" (wrong term, had a striking resemblance?) to Ted Kaczynski. He was actually a very fine and pleasant gentleman, though.

I helped maneuver the Delorean on stage. If somebody is going to wreck it, it had better be me. It was at this time that I asked Tom if we could see the show. He graciously stated that we would be more than welcome.

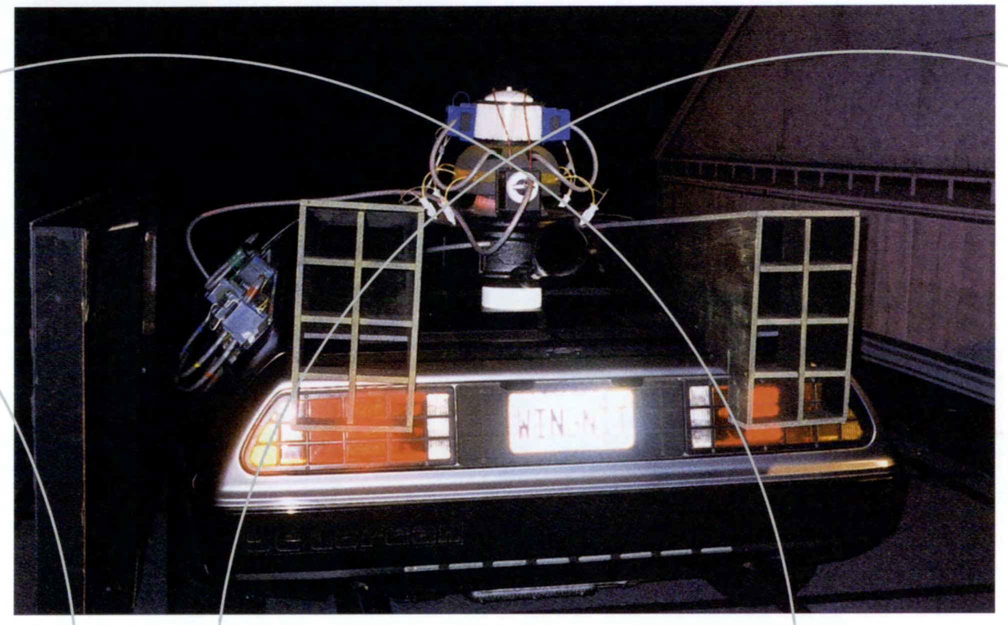
At 8:30 a.m. the next morning, my wife and I were ready for the show to begin - and what a beginning! It included music from the sound track of Back to the Future, simulated lighting and thunder, and the backdrop of the courthouse square with its prominent clock approaching midnight. You actually felt that you were there, back in time. Finally the clock struck midnight. Sparks began to fly, explosions could be heard, colorful smoke appeared and emerging from this milieu was the spectacular DeLorean Time Machine. Slowly, the driver's side door rose and out of the haze, "Dr. Emmett Brown" egressed from the DeLorean's interior. With his tattered lab coat, goggles perched on his forehead, and his disheveled grayish hair flying, he began to speak of his travels into the future. If you'd have closed your eyes, you would have sworn that Christopher Lloyd was actually doing the talking. What a splendid impersonation. What a splendid introduction and the crown of nearly 400 broke into a spontaneous ovation; truly a stirring moment.

Upon the conclusion of the presentation, my wife and I congratulated Tom and Rainbow Communications for their magnificent presentation. Tom indicated that this was the fifth time that their company had used the "Back to the Future" theme to motivate audiences about peering into the future by way of a DeLorean Time Machine. These include presentations in Evansville, Indiana; Munich, Germany (where in Germany do you find a DeLorean? Perhaps the DeLorean Club Deutschland - see DeLorean World Vol. 12, No. 2), Palm Springs, California; Chicago, Illinois; and now Incline Village, Nevada.

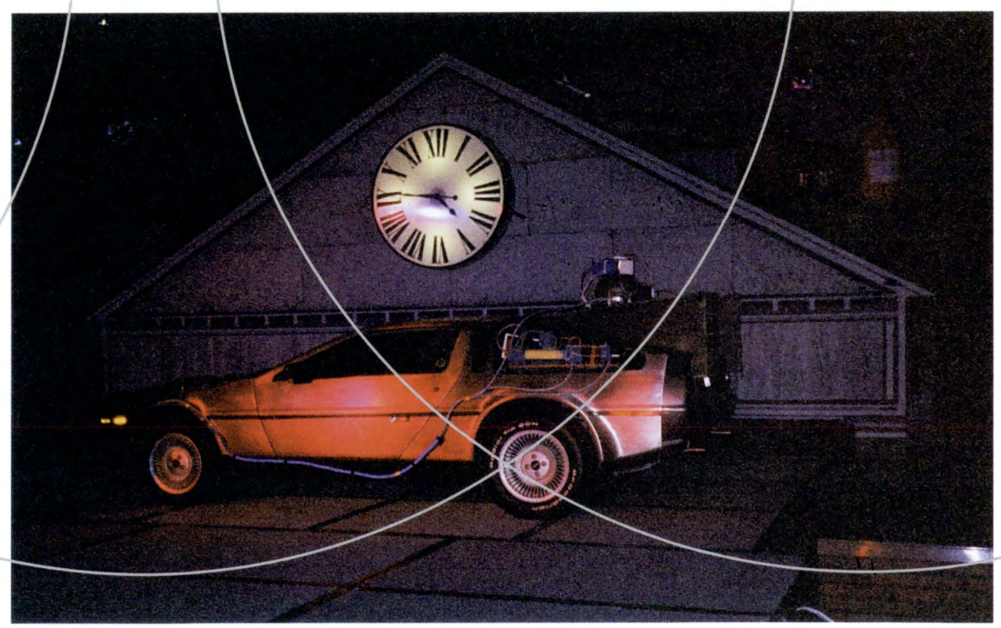
The "Back to the Future" theme represents just another excellent avenue to keep the DeLorean vehicle in the limelight. (See DeLorean World Vol. 3, No. 2 and Vol. 7, No. 1). Indeed, the very day that this presentation was given in Lake Tahoe, USA Today (9-14-98) ran an article in their sports section by Skip Wood about Jeff Burton edging Jeff Gordon in the Exide 400. It stated that Burton used a Ford Taurus instead of a DeLorean used by the time traveler, Marty McFly.

So, in the future, if any of you should by chance, receive a phone call from Rainbow communications requesting to use your DeLorean in a promotional presentation, I encourage you to respond affirmatively. Say "yes" to this courteous, assiduous, and professional company. Do your part in keeping the dream alive.

Yes, the DeLorean is truly a "Timeless Machine".



Ready to 'wing it" into the future.



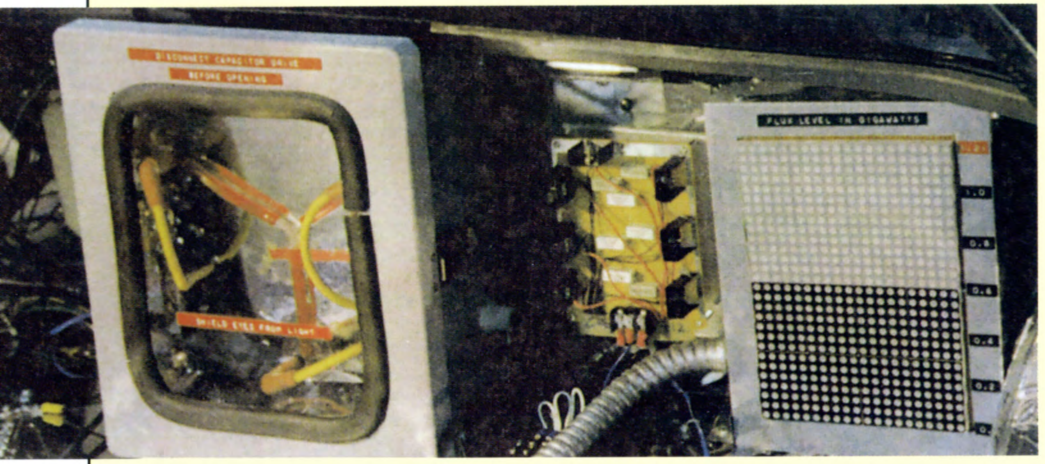
Just waiting for midnight.

We're through. Your fingerprints were on my DeLorean.

DELOREAN ONE…only for DeLorean lovers.

the '97™ DELOREAN part 3

By Robert C. Brandys, Hinsdale, Illinois
Part 3 of a 3-part article: Time Machine



Gravity Flux Generator / Capacitor

Editor's Note: As a worldwide organization whose purpose is to support a high quality marque, we encourage people to maintain the original integrity of the automobile rather than altering or transmuting it. Therefore, we rarely run articles on projects like these. However, now and then, one is so odd or extreme that it is simply too newsworthy to avoid. That is the case with Robert Brandys' project.

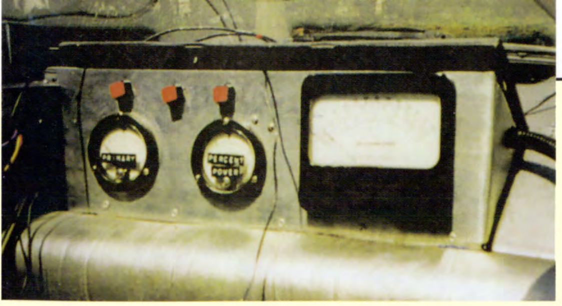
Some of you may think what he has done is brilliant. Others may consider it butchery. You be the judge. In any case, the Association does not recommend you perform any of these alterations.

In Part 1, we discussed the 9 design improvements of the 97™ DeLorean. In Part 2, we discussed the 7 new options intended for high performance use and the additional upgrades to the vehicle. This article will discuss the Time Machine Options for the 97™ DeLorean and the various equipment installed in both the interior and exterior. Interestingly, the concept of a "Time Machine" is not new. Numerous movies and TV shows have used illusionary props and pseudoscience to portray time travel. This is the list we came up with:

1. The "Time Machine" in the *Time Machine* movie, based on the story by author Jules Verne
2. The "Way Back Machine" by the dog Mr. Peabody in the *Rocky and Bullwinkle* cartoon series
3. The "Time Machine" rocket in the *Planet of the Apes* movie series
4. The "Time Machine" phone booth in the *Bill and Ted's Great Adventure* movie
5. The "Time Machine" in the *Time Machine* TV series from the 1970's
6. The "Time Machine" in the *Time Tunnel* TV series from the 1970's
7. The "Time Machine" in the *Time Trax* TV series from the 1980's
8. The "Time Machine in the movie series *"Time Cop"*
9. The Ford Escort "Time Machine" shown in a recent commercial
10. The "Time Machine" DeLorean in the *Back to the Future* movie trilogy.

Time travel is not a new subject to me. The Jules Verne book, "Time Machine" started my interest in science at a very young age. I first studied Einstein's equations relating to time in the 8th grade. I authored my first story on time travel as a high school sophomore titled "Time Ended Time". In the story, a time probe went into negative time and collapsed the universe. Later, in college, I studied engineering and nuclear physics to gain the knowledge of how to build high energy machines, possible ones that could break the time barrier. (See Addendum to this article on the principle and operation of time machine travel).

I have seen virtually all of the time travel movies (even the really bad ones) just to examine the concept of the "time machine" and the variety in their designs. Unfortunately, the science of time travel just has not advanced to reality yet. However, my biological clock continues to tick away, and as I came over the hill, I decided to make the next best thing. I combined my sports car hobby with my time machine interests and decided to build a DeLorean Time Machine.



Battery level display panel

Ever since I embarked on this project, the recurrent question always asked is, "Is it like the one in the movie? The answer to this question is no…

WILL THE "BACK TO THE FUTURE™" DELOREAN PLEASE IDENTIFY ITSELF?

There is no question that the concept of a time machine car in the *"Back to the Future™"* movies contributed to the notoriety of the DeLorean car. There also is no question that when it comes to a "cool" car, the DeLorean "Time Machine", as portrayed in the *"Back to the Future™"* movie series, is up there with the best. However, exactly what was the *"Back to the Future™"* decoration? This may seem like a dumb question, but consider the following.

A total of five complete DeLoreans were equipped with *"Back to the Future™"* decorations for the movies. In addition, there were other 'set' cars. The first three cars (known as the A and B and C cars) were made for the first movie. The 4th and 5th cars were made for the two sequels. All of these cars were unique both functionally and cosmetically. Here are some specific examples of the differences:

1. DIFFERENT TIME TRAVEL POWER PLANTS

The first major difference between the original cars and the cars made for the sequels was that the original cars were portrayed as plutonium powered while the sequel cars were fusion powered. These original cars and the sequel cars both looked and operated differently in the movies.

2. INCONSISTENT REAR FIN COLOR

On some of the cars, the rear fins were flat black. On others, they were semi-gloss. On one car, they were silver. Which color is the correct color?

3. INCONSISTENT FIN DESIGN

4 of the 5 cars had 4 horizontal divisions in the back making 8 boxes. One car had only three horizontal fins, making six boxes. Which is correct, 6 or 8?

4. ONLY ONE CAR WAS EQUIPPED WITH BLUE NEON

4 of the 5 cars had aluminum tubing around the front bumper and rear sections of the car to mimic the location of the blue neon used for special effects. Only on one car were the tubes actually neon, shown in the time travels scenes in the first movie. They broke a lot of neon shooting those scenes, so the rest of them were equipped only with aluminum. Were these tubes supposed to be blue neon or aluminum?

5. DIFFERENT TIME CIRCUIT LABEL COLORS

Three different time circuits panels were built that would illuminate. On one set, the MONTH, DAY, YEAR, and TIME lettering was red on the top and black on the bottom of each line. On another set, the top line lettering was red, the middle line is black and the bottom is red. There was no consistent color for the time circuit labels.

6. DIFFERENT TIME SWITCHES

On some cars, the time circuit switch on the center console had a t-handle shape. On one car, it was a black round handle. There was no consistent time switch handle.

7. STICK SHIFT OR AUTOMATIC TRANSMISSION?

Most cars were stick shift. However, an automatic DeLorean was also used. Was the car a stick or automatic?

8. DIFFERENT REAR PANELS

The rear panel decor behind the passenger seat was equipped with different switch boxes on each car. They were all different. In one car, a large fan was installed to cool off the actors. What decor should be in this area, if anything?

9. DIFFERENT IGNITERS

The silver object on the rear roof of the car was a jet engine igniter. However, only one car had the real (disabled) igniter. The others had wooden copies. The real one was chrome plated. The wooden ones were painted silver gray. The silver gray ones were used in most movies shots. What is, therefore, the correct item? Should the igniter work? (and cause a visible spark discharge?)

10. DIFFERENT PLUTONIUM CHAMBER GAUGES WITH DIFFERENT LABELING

On the glove compartment door, there was a gauge that measured the level of plutonium in the plutonium chamber. On one plutonium level gauge, there was a flashing red light. On another car, there was no flashing red light. These gauges were also labeled with black labeling tape. On one, the label wording is on the gauge. On another, the labeling is on the face plate. How should the gauge look? What is the right labeling? What is the purpose of this gauge on the fusion powered cars since the plutonium chamber was no longer used? Why wasn't it removed?

11. DIFFERENT REAR HOSES AND OTHER CONNECTIONS

The hoses and other paraphernalia on the rear deck of the car varied by car. Therefore, no consistent decor exists for the rear deck.

12. DIFFERENT WIRING ON THE SIDE OF THE CAR

Wires stretch from the rear deck and go under the door to the front bumper. Their colors, sizes and mounting locations were all different.

continued on next page…

continued from previous page...

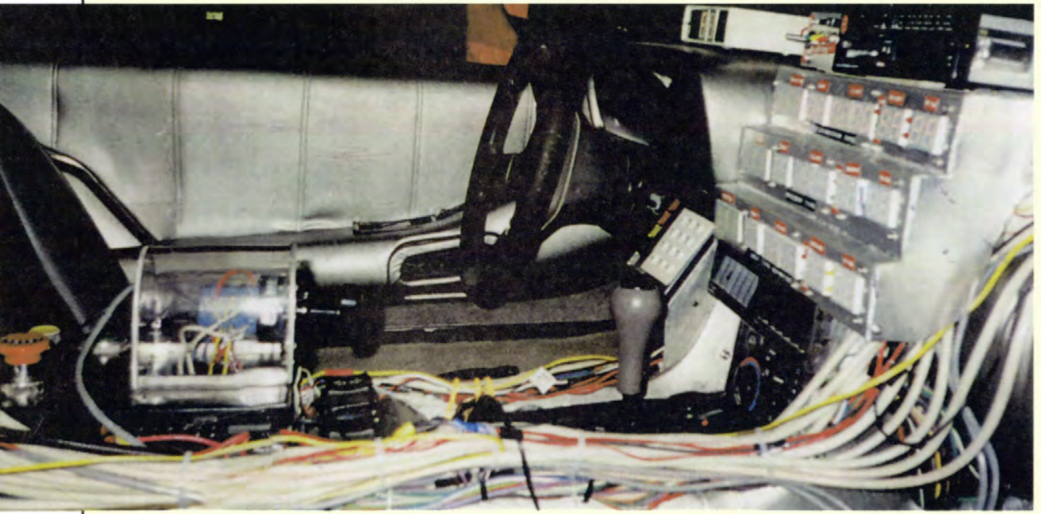
13. DIFFERENT COLOR BOXES CONNECTED TO THE ALUMINUM TUBING

On most cars, these wooden boxes were gray. On one, they were blue. Again there was no consistent decor color for the boxes.

There were items on the car that were impossible or illegal.

1. THE SPEEDOMETER

The 95 mph speedometer in the movie was "faked" by adding 10 mph to each number. (15 mph + 10 = 25 mph). This was done because the DeLorean speedometer only went to 85 mph, and the car needed to go 88 mph. The new speedometer went to 95. Unfortunately, with this change, there was no longer a 15 mph number. Without this lower number, it is impossible for a linear speedometer to work as shown in the movies. The top speed for this speedometer would have to be 105 mph for the typical linear speedometer to work properly in this special effect.



Time current switch

2. THE BOXES ON THE SIDE COVERING THE MARKER LIGHTS

Federal safety laws require side marker lights on all cars. The gray boxes with the metal plates on them are attached to the aluminum tubes, and cover up the side marker lights. Therefore, the car was not street legal in 1985. Further, in 2015, the car was equipped for flying. Federal (FAA) laws would have required these and other marker lights to work for safe flying. This box location would never have actually been legal, in any time.

3. THE FINS BLOCKING THE REAR TAIL LIGHTS

Federal and state safety laws prohibit blocking of rear tail lights. The back plate on the lower fins did just that, and were also illegal.

4. THE TIME CIRCUITS WERE HARD-WIRED AND NOT PROGRAMMABLE

This was the most disappointing part of the movie cars. The dates shown in the pictures were hard-wired to individual displays. The displays were not programmable from the key pads. You could not punch in any date your wanted; it would show only one date.

5. THE CARS HAD NO AIR CONDITIONING.

The time circuits covered the air conditioning ducts in the front of the car. This is not acceptable if you drive a DeLorean. You must have air conditioning that is fully functional because there are no real windows in the car. Not having functional air conditioning in a regularly driven DeLorean is simply not realistic.

6. STOCK V-6 ENGINES

All the movie cars had the stock V-6 engine. The tire squealing scenes were staged. The impression of a "hot rodded" big engine exhaust sound was also added. Consequently, the idea of a "hot rod" DeLorean was only an illusion.

In summary, no true "Back to the Future™" DeLorean exists. Each car was different. So, in building my DeLorean Time Machine, my artistic interpretation, technical knowledge, and knowledge of street legal requirements established what the car would look like, and what it would do.

KEEPING THE CAR STREETABLE

A number of goals were established in the engineering of these decor items. They were:

1. The car should not be a shrine that has to be trailered from show to show. It must be easy and fun to drive.
2. No holes were to be made in the stainless steel. (The movie cars had holes drilled in the stainless steel panels).
3. The car must be street legal.
4. The car must be air conditioned (not blocked by the time circuits).
5. The car must be able to be driven at highway speeds without anything coming off.
6. The decor must be able to withstand the acceleration, deceleration and stresses of a high performance vehicle.
7. The decor equipment must not interfere with maintenance of the vehicle.
8. The decor should be secured in a fashion that would make vandalism difficult.

Needless to say, these were some pretty hefty goals. They are part of the reason this project took six years to complete. What this car represents is a true production-ready DeLorean Time Machine that can be driven as easily as any regular car. Below is a description of each decor item added to the DeLorean.

Energy level panel

THE INTERIOR DECOR PACKAGE

The interior decor package consists of a number of items. These are discussed individually below. All the items were interconnected using terminal blocks to insure reliable connection and easier troubleshooting of the electronics. There are literally hundreds of wires inter-connecting this electrical equipment. There are no fake or cosmetic wires inside this vehicle. (The movie cars had mostly cosmetic wires).

A. THE OVERHEAD PANEL

Every electrical item in any electrical system should be connected to a fuse and have an on/off switch. Since there was going to be many electrical items mounted in the car, we needed to have one control panel. It was decided to use an overhead control panel similar to the type that is available for vans. Over thirty individual illuminated on/off switches and individual fuses were mounted in this panel. Four main power wires are used to power all the equipment. These power wires are fed from the main battery power terminal at the rear of the car. Different color switches are used for interior and exterior systems.

B. THE BATTERY LEVEL DISPLAY PANEL

Since this car has a display mode that can be on for hours, some way of monitoring the display battery voltage was necessary. It was decided to use the voltage meters that fit into the glove box space for this purpose. They tie directly to the vehicle batteries to monitor voltage during the display mode. After all, you want the car to start when you're done displaying it!

C. THE TIME CIRCUITS

This was the biggest technical challenge of the interior decor. I wanted to be able to program the time circuits to any date. Well, any date past year "0" and up to "9999." The time circuits in *"Planet of the Apes"* and other movies cover a similar time period, although, I have never seen a negative date used and what about year 1000,000?

Though it sounds easy to do this, it isn't. Just to be able to get the months to work as a three letter display took over 3,000 wire connections. This complexity was the result of the use of 17 segment alpha numeric displays to spell out the months. There is no 'standard driver' for these 17 segment alpha numeric displays to spell out the months. Therefore, you have to build each one individually. Getting the 7 segment number display to work for the year, day and time was a little easier: with only 2,000 wire connections because standard binary coded decimal (BCD)/7 segment drivers are available.

Programming the time circuits takes a few minutes because you have to wait for the signals to be processed and latched by individual number and line. Since we wanted the display to be easily readable from 5 feet away, 0.8" high level illumination LEDs were chosen. However, in bright daylight they are still barely visible. At night, though, they fully illuminate the interior. The BTTF movie time circuit display panel that was photographed displaying specific dates used only 0.5" digits which are really too small for display purposes.

D. THE "ACTUAL TIME" CLOCK

When you time travel, you need to know what time it is where you are. This time should change with every minute. Today's cars have a real time clock and so does this car. The original DeLorean clock was adapted to illuminate the time digits on the current time line. These current time clock digits automatically light up when you start the car.

E. THE DATE AND TIME INPUT KEY PAD

A key pad input for the months uses the digit to select the month by number. The * and # keys are used for the 10th and 12th month. The "0" is the 11th month. The numbers for the year, time and day of the month operate from the specific digit.

F. THE SPEED SIMULATOR

Since we wanted the electronics to go through its paces while being displayed at car shows, a speed simulation generator was designed as one of the circuits boards. This electrical circuit board generates variable frequencies to make the speedometer go from 0 to 95 mph every 60 seconds. The gravity flux capacitor and the flux energy level panel cycle in conjunction with this simulator.

G. THE DIGITAL SPEEDOMETER

The digital speedometer is a

continued on page 25...

DELOREAN
GETAWAYS

A WEEKEND IN VANCOUVER, BC, CANADA

There's only one thing better than getting away for a weekend, and that's getting away for a weekend in your DeLorean.

If there is a great getaway that you particularly like, write an article about it for other members to enjoy. Today, people are so busy that many of them can only take a weekend off. This tends to mob the popular resorts on Fridays, Saturdays and Sundays. Therefore, we would appreciate articles about unique, yet DeLorean-accessible destinations that many people may not know about. (Make sure you include photos of your DeLorean at points of interest.)

If we choose your article, we'll send you $100.00 to put towards your next getaway.

Vancouver Bound

story and photos by Bruce Lasuta, British Columbia, Canada

The clear, star-bathed night skies were a welcome sight. As I reclined in my backyard chair with a cup of coffee, back home in British Columbia, I fondly remembered all the wonderful and interesting people I had met during Expo '98. One conversation stuck with me. During September 5, on the bus, while returning to the hotel from the Petersen Museum. I was fortunate enough to be seated behind David and Mary Lou Knudson and was the benefactor of a very interesting discussion amongst which the shortage of travel articles for our magazine, DeLorean World came up. David mentioned, "we just don't get enough submissions", followed by Mary Lou's serious face nodding in agreement.

Hmmm, I wonder ... I put down my coffee cup. Being the "someone has to do it" type of person, I murmured half aloud amongst the chorus of crickets serenading me – "I'm taking another holiday".

So I strolled confidently into my office on Friday morning – (confident in that I knew they hadn't missed me – we all know the secretaries do a lot of the work anyway!!) After answering all their questions regarding the adventures of my trip to California and the Expo, I announced, "I'm taking a few more days off... I think I'll buzz down to Vancouver for the weekend". Now, I've long suspected the office staff have felt that I put in too many hours so, when the comments of "good for you..., you deserve it..., enjoy yourself..." came forth, I smiled and began to organize my weekend (or did they just want to get rid of me…??)

BACK HOME AGAIN, I PACKED AN OVERNIGHT BAG AND ROLLED THE OL' DELOREAN OUT OF THE GARAGE.

A short lived thunder/lightening/rainstorm had entertained the coast during the night, washing the asphalt streets and quenching the greenery. The "fresh again" heady sweetness of the cedar forest welcomed me on the start of my journey and with windows down, I sped off to Vancouver.

Now, Vancouver can be approached by vehicle from the south, east and north, and, as I was coming from the Sunshine Coast, North Vancouver was naturally where I first arrived. Motoring along the Upper Levels highway (Highway 99), I turned off and headed for higher elevations towards Cypress Bowl. Stopping at the Cypress Provincial Park allowed me to stretch my legs and look out over Vancouver's outer harbour and the numerous anchored freighters awaiting their turn to off load and load up again with goods destined for distant markets. The sky was still slightly overcast but the temperatures were in the 70's and it was dry.

Back on the road again, I crossed over the Lion's Gate Bridge into Vancouver's downtown waterfront core. I chose to stay at the centrally located "Westin Bayshore" which is situated on the waterfront of Coal Harbour in the city's inner harbour area and is within walking distance of Stanley Park. For those unfamiliar with the city of Vancouver, Stanley Park is an evergreen forested, water surrounded, 1000 acre jewel of public real estate that the founding fathers of the city had the foresight to preserve for its citizens.

STANLEY PARK IS A GREAT DIVERSION.

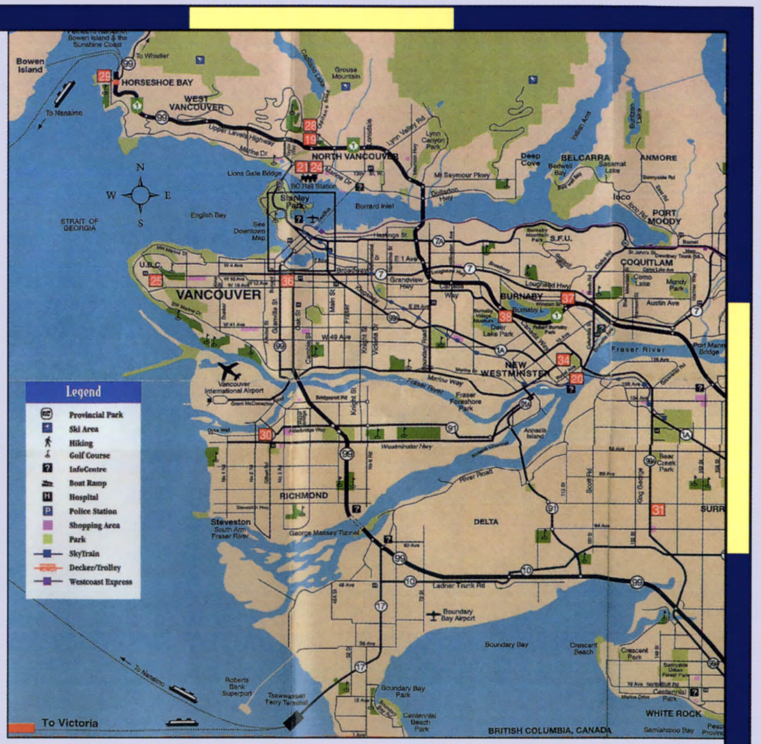
With seawalls, lakes, lagoons, restaurants, a zoo, an aquarium, two yacht clubs, a pitch and putt golf course, tennis courts and even a miniature railway, Stanley Park is a great diversion from the surrounding downtown high-rises.

After checking my luggage into my room, I changed into comfortable "walkin' duds" and set off to cover the short distance to the nearby park. Chuckling to myself at the simplicity of my escape from work for the day as I strolled past the onset of rush hour traffic, I followed the seawall and circumnavigated the entire park in only three hours, taking time to view the constant marine traffic, totem pole displays, and the well-fed local squirrels and birds while being constantly passed by joggers, cyclists and skaters. Feeling proud of myself for the exercise I'd endured, I stopped at the Tea House Restaurant near the end of my walk and as I gazed out over the waters to Spanish Banks, I enjoyed a decadent dessert and latte. (I know, I know, but it's soooo good!)

below: The stainless steel Crab Nebula fountain, in front of the Pacific Space Centre / Vancouver Museum, and the ol' DeLorean.

SPACE
SPACE
VANCOUVER MUSEUM

below: "Hopeful" sportfishermen at the mouth of the Capiliano River, looking out over Vancouver's outer harbor.
right: the greater Vancouver area.


Bowen Island
HORSESHOE BAY
WEST VANCOUVER
NORTH VANCOUVER
To Whistler
To Nanaimo
Grouse Mountain
Upper Levels Highway
Lions Gate Bridge
Stanley Park
Burrard Inlet
English Bay
STRAIT OF GEORGIA
N
E
S
W
VANCOUVER
U.B.C.
BURNABY
S.F.U.
COQUITLAM
PORT MOODY
BELCARRA
ANMORE
Deep Cove
NEW WESTMINSTER
Fraser River
Vancouver International Airport
RICHMOND
Steveston
DELTA
George Massey Tunnel
Boundary Bay
Tsawwassen Ferry Terminal
Boundary Bay Airport
WHITE ROCK
To Victoria
BRITISH COLUMBIA, CANADA
Legend
Provincial Park
Ski Area
Hiking
Golf Course
InfoCentre
Boat Ramp
Hospital
Police Station
Shopping Area
Park
SkyTrain
Decker/Trolley
Westcoast Express

At that point, laziness (and a full stomach) overcame any further desire to continue under my own locomotion so I called a cab to drive me back to the hotel. A quick shower and change of clothes and I was off again, this time in the DeLorean, heading West to the nearby Pacific Space Centre, Vancouver Museum and Maritime Museum located in the Kitsalino area. With never enough time to enjoy one of the planetarium shows, as well as all the exhibits, I pursued some of the local and native art displays in the gift shop and purchased a wonderfully detailed life-size wooden carving of a Canada Goose whom I affectionately named "Gus, the Goose".

GRANVILLE ISLAND IS A CITY WITHIN A CITY.

After buckling "Gus" safely into the passenger's seat, I walked over to the Maritime Museum and caught a ride on one of the cute miniature foot passenger shuttle ferries that took me under the Burrard Street Bridge, unloading its human cargo in the ever popular market area of Granville Island at the entrance to False Creek. The abundance of fresh produce vendors, bakers, butchers, seafood, craft shops and numerous quaint cafes boggle the mind demanding one to invest hours of time in this little city within a city. But, the vehicle traffic continued to increase as the workday neared completion and visions of Friday rush hour scared this "country boy" enough to head back across the waters to my vehicle and set off again with my new wooden passenger. This time I headed south to the municipality of Burnaby and the shopping mall known as "Metro Town" - truly a town in every respect of the name. Making a mental note of where I'd parked the DeLorean in the vast underground parkade, I took the escalator up to the "Mall Level" and spent the next couple hours checking out the mind numbing array of stores. I eventually settled on one of my "favs" – the mega-sized "Chapters" bookstore (complete with an in-house Starbucks Coffee outlet) where I purchased one of two titles I had wanted and enjoyed a quick latte. A short time later, I met with a friend and his wife at a wonderful nearby Greek restaurant (complete with belly dancer) – just one of the many fine eateries in the area.

We reminisced late into the night, fondly remembering past shenanigans and chuckling at how good "we used to be". It was with heavy hearts we said good night and I wearily made my way back to the hotel. Though late at night (at least for an old guy like me), the city streets were still very active with the "younger" crowd seeking out the many late night cabarets and clubs. The bell hop waved to me as I pulled up to the front doors and, with a slightly puzzled face, he cradled Gus in his arms for me while I attended to the parking of the DeLorean in their well lit parking area.

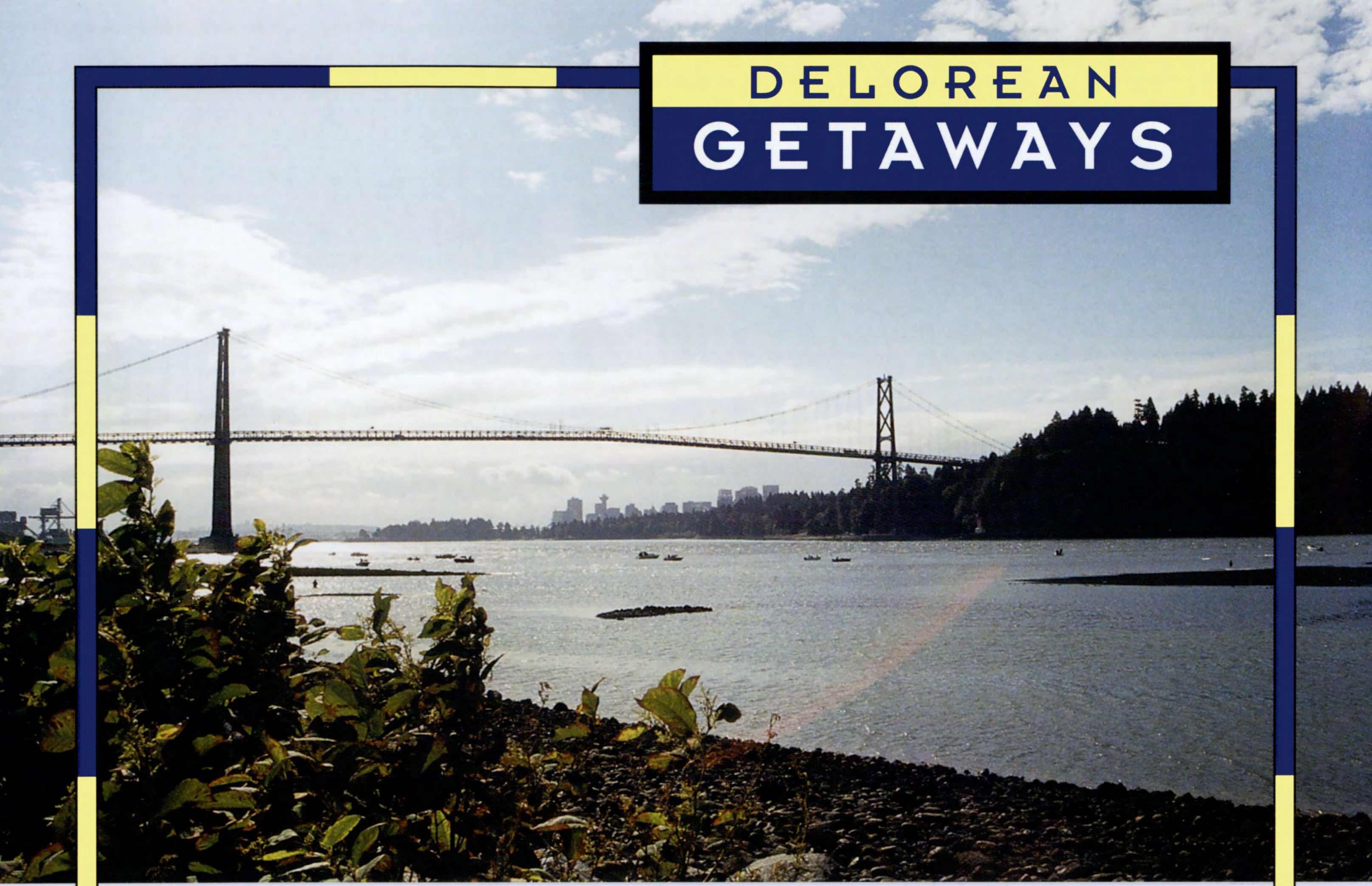
SATURDAY DAWNED AND FOUND ME UP EARLY.

Hotel beds do that to me. With the morning sun casting its enticing brightness over the waterfront and early morning water craft heading out into the harbour, I eagerly got dressed and dashed down to the lobby for a light breakfast. While still early, I wandered the docks and admired the many grand yachts, gently tugging at their moorings. Soon the cell phone rang and my walking companion inquired on the other end, "How about coming on over now"?

As I parked in front of her home, a neighbour and his

continued…

DELOREAN GETAWAYS



The Lion's Gate Bridge and Vancouver cityscape. Stanley Park is immediately on the right of where the bridge empties.

son ran up and in unison shouted, "whoa, a DeLorean — cool!!" My friend soon appeared, rescuing me from the growing crowd and we drove off into what became an astonishingly warm day for so late in September.

We had originally planned on driving to Lynn Canyon Park and walking over the suspension bridge to hike the canyon and explore the extensive trails in their forested greenery. Instead, due to the uncanny warmth of this "almost Fall" day, we elected instead to walk the sun drenched West Vancouver seawall (rather than the shaded trails of Lynn Canyon) to enjoy a lunch overlooking the waters of English Bay from the deck of the locals' favourite, Beach House Restaurant. "After all", she said, "You wanted some pictures of the city and what better spot than the waterfront of West Vancouver?"

I felt smug in the opinion that I couldn't have ordered the weather any more perfect than what we were enjoying and I marveled at how the Rhododendrons had been fooled by this unseasonable warm month to bud once again. The numerous gardens and siting areas along the seawall were a treat to the senses and seemed so out of place against the towering waterfront apartments. We stopped to observe the many sports fishermen whipping their lines to and fro at the mouth of the Capiliano River where it empties into the ocean, with the Lions Gate Bridge far in the background.

Soon the salmon would be returning to make their final journey up the river to spawn and then die completing the life-cycle of the Pacific salmon. With tired limbs (I told you I'm getting old), I dropped my friend off, bid good-bye to Vancouver, and steered the DeLorean back to the Horseshoe Bay Ferry terminal. What I'd sampled those two days was but a heartbeat in the life of the many attractions that Vancouver offers the interested traveler.

Waiting for the ferry boat to arrive and return me to the Sunshine Coast, I started thinking that next time I'd visit the Imax Theatre, then maybe take the gondola up to Grouse Mountain and gosh, I haven't been to Whistler Village for so long and taking the Royal Hudson steam train to Squamish would be fun and...

For further information, contact:

- *The Westin Bayshore (604) 682-3377*
- *Stanley Park (604) 257-8400*
- *Pacific Space Centre/Vancouver Museum (604) 738-7827*

the '97™ DELOREAN

continued from page 19

frequency counter driven from the simulator. It could also work as a 'real time' digital speedometer, but this was not done in this car.

H. THE ENERGY LEVEL PANEL

In the movie car, this was an LED panel that reacted to different music frequencies. Many stereo amplifiers have this built into their front displays. However, music has nothing to do with time travel. Therefore, this panel is used to display the flux level energy of the vehicle. The panel uses green, yellow and red 5 x 7 matrix LED displays. The red ones light up at energy levels exceeding 1.0 gigawatts. They are wired to increase one line at a time as the flux energy increases.

I. THE TIME CIRCUIT SWITCH

Since the time circuits operate independently of the vehicle speed simulation circuits, they were put on their own switch. This switch is mounted on the center console for convenient access. A rotary switch was chosen for this application. It supplies both 12 volts and 4 volts for different logic circuits.

J. CO_2 FOGGING SYSTEM CONTROL BUTTONS

The control buttons for the CO2 fogging system were installed at the base of the time circuit switch. Again, this was done to provide easy access to these control buttons. (See discussion about the CO2 fogging system in the exterior decor package section.)

K. THE GRAVITY FLUX GENERATOR/CAPACITOR

The term "flux" is a term in physics that is used to describe the field force lines that emanate from an energy source. As you traverse either electrical or magnetic flux lines with a conducting object, you generate the parallel electrical or magnetic field in the conduction object. The same principal would apply to time travel, since, according to Einstein, gravity and time are related to the warpage of space. Therefore, as you pass through gravity flux and time lines, you will generate a parallel time and space warpage. In order to "bend" space so you can time travel, you will have to account for passing through gravity flux lines. Hence, the need for a gravity flux generating device.

The circuit is designed to go from 0 pulses per second at 0 mph to 200 pulses per second at 90 mph. At 88 mph, a strobe light turns on inside of the cabinet. The interior is lined with reflective foil to increase its brilliance.

L. SOUND SYSTEM

Because of the location of the time circuits, the stock DeLorean radio and cassette player was no longer accessible. (It did not make much difference, since it was stolen from this car anyway.) A new sound system was installed in the car with the radio mounted above the time circuits. This system uses a secondary amplifier mounted above the instrument cluster. The system has a special double throw 4 pole switch to allow switching from the 4 internal speakers to the 4 external speakers so you can listen to the radio or tapes outside the car.

M. TV RADIO TUNER

A really neat addition to a car radio is to be able to tune in TV or other frequencies. A special tuner was added above the instrument panel to allow the radio to pick up extra frequencies. An interesting phenomena is possible with this tuner. You can tune into the frequency generator in the simulation board and other electronics on the DeLorean Time Machine. You actually can hear the electronics working in the car as it goes to 95 mph. The strobe light sounds like a cannon "boom" when discharging.

Another decor item installed on the interior rear surfaces is the polished stainless steel panels. These panels reflect the colored lights and panels highlighting the decor.

THE EXTERIOR DECOR PACKAGE

A. FRONT NEON

The front bumper neon is mounted under the aluminum tubing and stainless steel screening. This protects the neon. The bumper is painted with a clear coated blue ultraviolet reflecting pigment supplied by Cudnor and O'Connor Co. This works well to get a blue glowing effect with only one neon light. So far no failures of the front neon have occurred.

The neon is powered by a transformer mounted in the gray electrical boxes below the front marker lights. These boxes also contain the front stereo speakers (and you thought they were only for show!!!)

B. REAR NEON

The rear neon is made of six 18" neon lights mounted under the aluminum tubing and stainless steel screening. This tubing and screening are mounted so as not to cover the rear marker lights. The transformers for these neon lights are mounted in the gray electrical boxes on top of the rear roof panel. The left and right rear neon systems are independently powered to provide easy repair and diagnostics. So far, no failures of the rear neon have occurred.

C. REAR MOUNTED CO2 (CARBON DIOXIDE) FOGGING SYSTEM

A special CO2 fogging system was added to the vehicle to give that 'special effect' at car shows. The CO2 tank is mounted in the front bonnet and the CO2 is piped to the rear of the vehicle. However, discharging CO2 near a running gasoline engine can cause it to stop running, just like a fire extin-

continued on next page...

the'97™ DeLorean

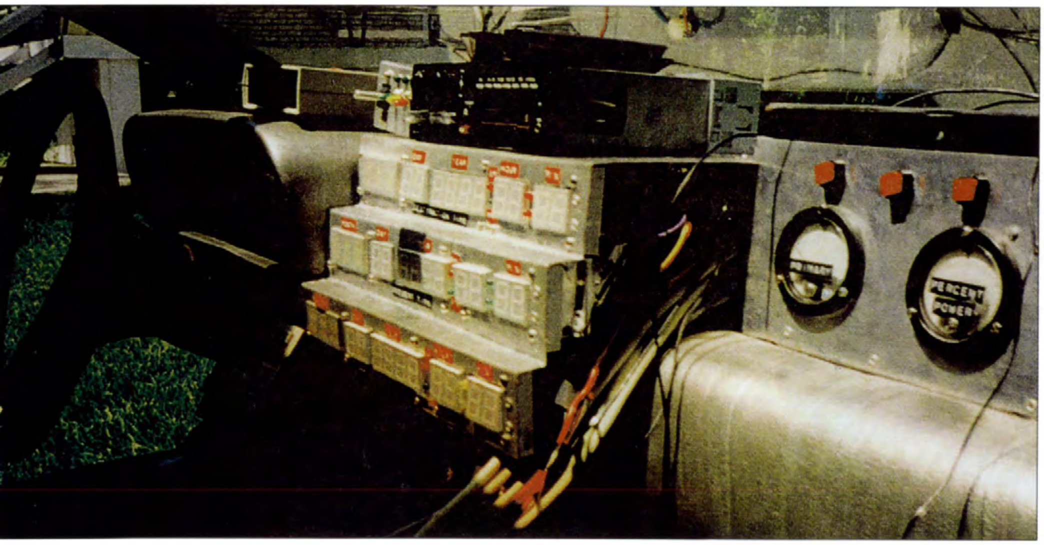
continued from page 25

guisher can. Therefore, a special design was necessary to keep the CO2 from entering the engine bay from the cooling fins. This system was also designed to achieve dew point under high air temperature conditions. The system piping is visible on the rear deck. The CO2 lines actually "ice up" during the display.

In the *BTTF* movie, this special effect was done by a guy laying in the passenger seat with a CO2 fire extinguisher. At the appropriate time he discharged the CO2 into the fins on the rear of the car to produce a smoking effect. I guess when you are on a budget and have serious time constraints, you do only what is necessary to produce the desired effect.

D. EXTERIOR STEREO SPEAKERS

Any "cool" car has to have an excellent stereo system. This car was no exception. However, what is unique to this vehicle is that exterior speakers are mounted in the decor on the front and rear of the vehicle. The stereo system can be switched to play on either the interior or exterior speakers.



Time circuits

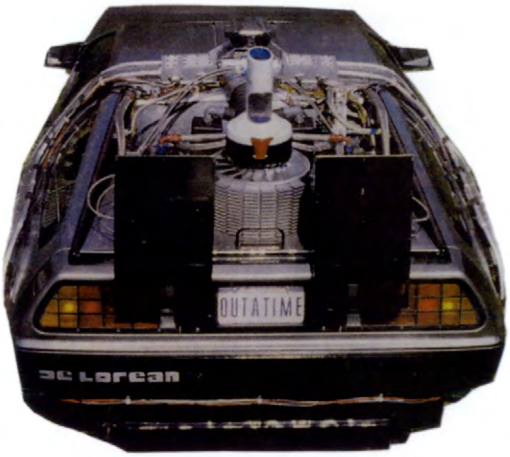
G. THE IGNITER

As a way of adding that extra bit of energy to the flux field around the car, a 150,000 volt arching unit was installed at the top of the ram air induction system for the engine. This arcing unit is pulsed with interior lights using a flasher/timer mounted on the inside of the polished stainless steel igniter. The 2" spark provides an interesting effect when viewing the car.

F. THE REAR ENGINE DECK DECOR PANEL

The decor materials mounted above the engine needed to be removable in order to work on the engine. To accomplish this goal, a reinforced piece of 0.1 inch aluminum was mounted to a 35" hinge that was screwed to the fiberglass deck. This allows the rear decor panel to be raised, just like the stock panel, to work on the engine. Two support legs are mounted to the panel to keep it in the raised position.

Various braided stainless steel hoses were added for decor purposes. These were of sufficient length and flexibility to permit raising the deck. The side glass panels were left in place to maintain the aerodynamics of the vehicle and to deter vandalism.



Rear deck decor panel

G. MR. FUSION

The fusion energy device used in the movie was actually a coffee grinder made by Krups. It, unfortunately is no longer available. (Check those attics and garage sales!). This was mounted to a cast zinc ribbed housing that goes above the air cleaner for the engine. The coffee grinder was fitted with a blue neon light to make it more noticeable at night. The air cleaner housing also contains blue lights.

H. THE ENGINE HEAT VENTS (FINS)

The DeLorean engine compartment gets very hot because there is no fan to flow air around the engine. (The engine is in the rear, the radiator and fan up front.) The louvered cover on a stock DeLorean provides some air flow, but it is not forced in any way. One way to decrease the engine bay temperature is by putting fans on the engine cover and blowing the hot air up. However, this consumes electricity and gasoline. Another way to vent this heat is by what is called the "chimney effect." In this case, hot air that rises up the chimney pulls cool air into the bottom of the chimney. The air fins on the car were designed to produce this "chimney effect" by venting directly above the exhaust manifolds. It is very effective and the engine bay temperature stays well below 140°F.

This completes this article on the Time Machine decor options. There are many more design details that would take a book to write about and explain. Many of the items were blueprinted. Others were scanned into an Apple Macintosh computer to provide background detail for electrical schematics. Depending on interest, part 4 to this series of articles may be written that discusses the costs and reproducibility of this project car.

ADDENDUM

Dr. Bob's DeLorean Time Machine Principle Of Operation Theory

The secret to time travel occurred to me when I realized that the particle responsible for gravity (the graviton) was invisible to persons who existed in time. This realization lead to what I call the gravity-time uncertainty principle. This means that you cannot locate the particles that cause gravity with any degree of certainty if you have a specific time period that you are concerned about. Over the continuum of time, only a very small probability exists that a gravity particle will be in a specific place.

These gravity particles are a reflection of time trying to push matter back together again and eliminate the dimension of time. When mater is packed together it is at a very high energy state where time is no longer a dimension. This phenomena occurs in black holes where gravity is so strong that matter is pushed back together to form a continuum where time is eliminated and time travel becomes possible.

Although the DeLorean Time Machine is only a fictional representation of a time travel vehicle, many of its unique components are well founded in theoretical physics.

Using this principle, a very high energy capsule is generated around the time machine to allow the vehicle to travel through time. This high energy field collapses a thin layer of matter at the limits of the capsule to such a high energy state that the matter enclosed by the capsule can slip through time to the desired space and location. The energy needed at this capsule layer follows Einstein's equation E=mc2, where the necessary energy is equal to the speed of light squared times the mass of the vehicle and its occupants. For example, the DeLorean weighs 3,200 lbs. with 2 passengers and associated time travel necessities in the bonnet (money, appropriate cloths, etc.), this total weight would be approximately 3,600 lbs.

3.600 lbs x 2.2 kg/lb x
(300,000,000 m/sec)2 =
2.38 x 1020 kg m2/sec2
or
2.38 x 1011 gigawatt/sec
or
238 giga-gigawatts/sec
or
23.8 exawatts/sec

Compressing all of this energy into a one atom layer (1 angstrom) in one second opens a hole in the field of gravitons pushing matter together and opens a window through which one can move through time.

The gravity flux generator that generates this layer is located at the center of the vehicle behind the passengers. The field limits are generated by the light blue field coils located on the perimeter of the vehicle mounted on the front bumper and the rear of the vehicle. Under low light conditions, one can see a blue colored radiation coming from these field generating oils. This blue color is a result of energy loss as the field leaks energy through the time space continuum.

In order to power this generator, there is a fusion reactor located over the engine of the vehicle. This energy is stored in capacitors located behind the driver on the rear side of the vehicle. Excess heat from the fusion reactor is vented through the cooling manifolds on the rear of the vehicle.

AUTOFEST'98

...continued from page 8

Dennis Gage and Lincoln Nation. Lincoln got a chance to show off his DMC-12 on national television, a pretty good piece of PR for the marque if you ask me. That episode also showed all of the DeLoreans at the Autofest with their doors opening simultaneously and their occupants announcing that My Classic Car would be right back. According to the camera man who shot this scene, it was his favorite of all those he shot at Autofest '97. This kind of publicity can't be bought!

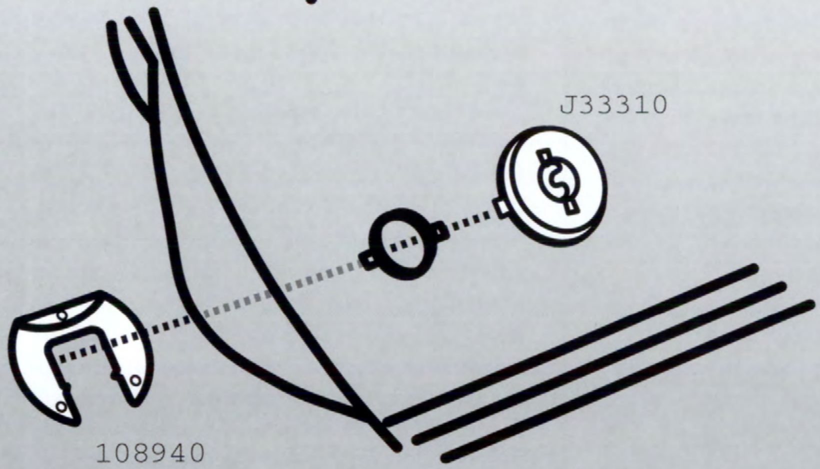
As part of the weekend festivities, the owners of the displayed autos got to vote for the People's Choice Awards for one vehicle in each of the five classes: Ford, GM, Mopar, Foreign, and Orphan. DeLoreans can be entered in either the foreign or orphan class. There are also awards from various sponsors of the Autofest as well as the greatest distance traveled award. Although no awards went to DeLoreans, it was still fun to watch the winners parade by to receive their trophies. The best foreign car was a 1939 Rolls Royce that was driven in the coronation parade of Queen Elizabeth II. The best orphan was a late 1950's Packard Hawk. (Unfortunately, I can't remember the exact year). Despite not winning any awards, the DeLoreans received rave reviews and were admired by young and old alike. One owner had a large poster heralding the DeLorean as the most talked about car in America, and they were one of the most admired marques in Evansville. All three years were represented, as well as black and gray interiors, five speeds and automatics. Without a doubt, the DeLoreans were the most represented marque in the foreign or orphan classes.

I WOULD LIKE TO SEE MORE DELOREANS AT AUTOFEST '99.

I'm sure the folks who made the trek from Indiana and Illinois will be back, and I plan on driving my '81 all the way from South Carolina. So come join us next year. It'll be a great opportunity to swap stories and meet new people and look at some really cool cars. Let's unseat Mustang as the most popular model at the Autofest and give that honor to the DMC-12. I hope to see you in Evansville next year!

DeLorean service bulletin #50

This is another previously unpublished bulletin.



Subject - NEIMAN DOOR LOCKING SYSTEM

Vehicles Affected - UP TO VIN 4200

Date Issued - 9/11/81

To improve quality and provide a common key for the door lock, cubby box and ignition. It has been necessary to change suppliers from Wilmot Breedon to a Neiman locking system.

To incorporate this change, it is necessary to modify the outer door panels for fitment of the door locking system before Vin number 4200. This necessitates the use of a special tooling fixture (Part number J33310) available from Kent Moore.

Removing-Refitting

1. Remove door trim.
2. Disconnect rod from keylock.
3. Using a soft mallet and punch, gently tap door lock assembly until it aligns with slots on door panel and remove assembly from door.
4. Fit fixture tool to door lock opening hole and orientate jig by observing a stamping on jig indicating "Top" which has a 4mm slot at the top and a 3mm slot at the bottom.
5. Secure fixing jig in door using a retaining clip too far into jig and obstructing filing slots.
6. Using a WARDING file, carefully remove the steel obstructing the slots in the fixture jig.
7. Remove fixture jig and fit new Neiman lock set, seating washer and retaining clip.
8. Reconnect door locking rod and check operation using key and replace door trim.

Our new catalog is like a good book.

You'll laugh at the descriptions, marvel at the pictures, cry at the prices. Get one at (800) DMC-HELP.

DELOREAN ONE '99

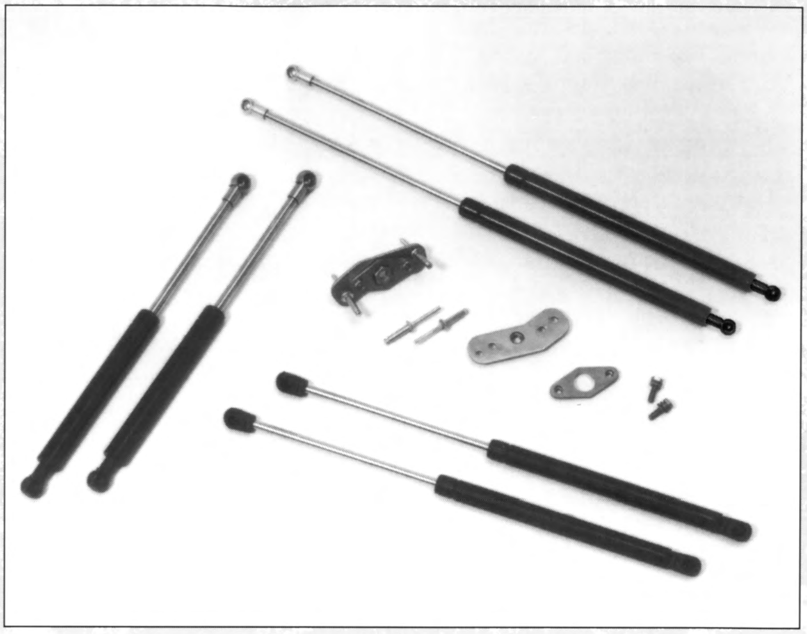
No More Bumps On The Head

Our door and hood lift pistons are custom made for us and more closely resemble the originals in function and appearance than any other supplier. They use specially selected gas pressures, piston rod lengths, and even the finish on the ball studs. All of our lift supports have self cleaning pistons with oring seals and teflon backup rings. They also feature exclusive triple-lobe rubber seals riding on chromium plated hardened steel piston rods for better gas and oil retention. Our manufacturer claims a design life of over half a million cycles in continuous use... two and a half times longer than competitive lift pistons.

Some companies try to compensate for their single lip seals which are prone to leaking by using a higher gas charge. This places added stress on the lower mounting body ball stud, makes the door gain speed as it opens, and requires more frequent torsion bar adjustments.

If you don't agree that our pistons are the best available, regardless of price, you can return them for a full refund.

100592G	**Door Lift Piston** $59.00 ea	.$110.00 pair
105063G	**Hood Lift Piston**	.$96.00 pair
108209G	**Sunshade Lift Piston**	.$60.00 pair
1GLPKIT	**Lift Piston Set (6)** (A Pair of Each)	**$239.00**
108563G	**Heavy Duty Lower Door Lift Support Brackets** (pair) .... Some of these brackets are bending from overcharged pistons or heavy use. These new brackets double the surface area and number of fasteners used to spread the load over a larger area.	.$48.00



FANZILLA™

The only product that can eliminate engine lag and sudden voltage drops when you use your air conditioner.

You've probably noticed these problems when you drive your DeLorean in warm weather. Fanzilla lets you leave the A/C on and enjoy the DeLorean ride the way it was meant to be. This product supersedes the factory's "temporary" fan fail bypass link modification. Fanzilla uses state of the art technology to restore the fan fail light function and sequentially engage the cooling fans for smoother operation. This reduces the load on the entire electrical system which saves wear and tear on alternators, cooling fans, computer governors, etc. Although Fanzilla is expensive this feature alone could make it pay for itself! Once you plug it in (no tools required) you'll be hooked! Try it for 90 days risk free and if you're not completely satisfied send it back for a full refund. Fanzilla has been proven so reliable and customer demand so strong our only problem has been keeping enough in stock! Try it and see what all the excitement is about.

FANZILLA™	(five year warranty) .... The original (and only) sequential cooling fan control module.	**$219.50**

P.J. GRADY INC.

118 MONTAUK HWY., WEST SAYVILLE, NEW YORK 11796

PJ Grady Inc.

DELOREAN SALES, PARTS, SERVICE AND RESTORATION

118 Montauk Highway, West Sayville, NY 11796

PARTS ORDER LINE: **800-350-7429**

TECH INFO LINE: **516-589-6224**

FAX: 516-589-6241

AMERICAN EXPRESS VISA MasterCard

HOME OF ZILLA™

PERFORMANCE ELECTRONICS

The DeLorean Car Show in CINCINNATI

By Mike Substelny, Cleveland Heights, Ohio
and Wayne Luoma, Mentor, Ohio

On June 11, 1998, many caravans of DeLoreans could be seen on the highways of Eastern and Midwestern America. They were all headed for Ken Koncelik's DeLorean Car Show in Cincinnati, as mentioned in the DeLorean World Events Calendar last spring. This Ohio weekend event attracted quite a few people and an amazing number of DeLoreans. Through threatening skies, road construction, and rush hour traffic, we made our pilgrimage. As we drove, many of us wondered if Ken could deliver on the big promises he had made for the weekend. Could he really arrange for us to park our DeLoreans around the fountains and doorway of one of the most famous museums in Ohio?

IT BEGAN WITH A RECEPTION.

A steady stream of DeLoreans rolled into the Friday night reception at Cincinnati's Gregory Center, which was catered by the Montgomery Inn, world famous for its fantastic barbecued ribs. The food was indeed wonderful, but we were equally delighted that the Gregory Center had a large parking lot where we could display our cars along the banks of the Ohio River. As the band played in the dining room throughout the evening, we split our time between socializing by the bar and socializing in the parking lot. The warm evening gave us a wonderful impromptu chance to discuss our cars technically, when they were not cleaned up for showing. There were very few sightseers around, giving the evening a feeling of one big DeLorean-driving family.

Many of us were reluctant to leave, and those of us who stayed too late at the Gregory Center were caught in a blinding rainstorm. All we had to do was drive across a bridge from the restaurant to our hotel, but visibility was so poor that many of us became lost. Imagine the puzzled looks of residents in that neighborhood as a fleet of DeLoreans crisscrossed their streets in every direction.

IT WAS CLEAN UP TIME.

Saturday morning started early for most of us as we jockeyed for slots in the local do-it-yourself carwashes. Sign-in for the main event at the Cincinnati History Museum started at 10:00 AM and every one of us wanted a nice, clean car and a good spot to show it off. At that point, we did not know how many DeLoreans were participating or what the museum looked like. We could tell that there were a lot of cars. Some of us worried … would our car be crowded out?

Ken and Chris Koncelik in front of the History Museum

We rushed to the History Museum, discovering that there was no cause for worry. That facility is absolutely enormous! Ken had a crew of volunteers helping us to quickly find places to display our cars, and every single spot was great for showing them off. As promised, we drove our cars right up on the sidewalks and displayed them beside the doorways, sculptures, and fountains. The museum made us feel more than welcome.

Inside the museum, which had once been a major train station, Ken had arranged for two rooms. In those rooms were tables where dealers, clubs, or anyone else could sell, trade, or recruit. At one table DeLorean technical expert Dave Bauerle held a "guess the mystery DeLorean parts" contest. These rooms also provided space for technical talks by Rob Grady and Stephen Wynne.

But the greatest treasure of the event was outside the museum within the sweeping arcs of the circular driveway. There were DeLoreans everywhere, and every one was beautifully displayed! In addition to the many stainless cars, there was an impressive collection of painted DeLoreans. Dave and Linda Colley's customized red car was perched near the center of it all, right beside the fountain, where people gathered to marvel at its ground effects and air scoops. Guy and Linda Avellon's car, as usual, pleased the crowd with its marvelous one-of-a-kind paint job. Some of the other beautifully painted cars belonged to Ron and Del Slaw, Rob Grady, and Bryan Pearce.

BUT THE PAINTED CARS WERE JUST THE BEGINNING OF THE DELOREAN SPECTACLE.

There was Bob Brandys' incredible "temporal displacement" DeLorean. (See the article about his car in this issue.)

Formation of DeLoreans in front of the History Museum. photo by Ken Koncelik

Another show stopper was Curtis Bryant's very unusual custom DeLorean. Curtis painted his low-mileage DeLorean and added many custom chrome panels. This has probably made his car the most dazzling, eye catching DeLorean in the world. Yet the changes he made to the car's interior are even more amazing. Going many steps beyond a new stereo and alarm, Curtis added a television, VCR, an airplane-style steering yoke, and numerous electronic goodies that left us all amazed.

To help set the stage, Ken had attracted a Lotus Esprit, a Bricklin, and four Pontiac GTOs to the show. All of these cars have some significance to the DeLorean and it was fun to have them on hand. Ken had arranged for experienced car show judges to inspect every DeLorean from top to bottom. We felt sorry for those poor guys, who worked very hard all day long checking each car with a fine toothed comb. As we saw when the results were announced, they were mercilessly meticulous.

AN EXCELLENT TURNOUT.

In all, Ken pulled in 214 DeLorean enthusiasts and 71 DeLoreans to this event, including DeLorean Owners Association President Linda Porter and Director Debbie Spurlin. At the awards banquet, he thanked us all for coming to his show, and we thanked him in return for hosting it.

Saturday night's banquet was the climax of the show, but it was not the end. Sunday morning, about half of us drove to Columbus to see DMC Houston's parts warehouse. Twenty one DeLoreans formed a group traveling up Interstate 71. We used CB radios to keep the caravan somewhat together, making this spectacle almost as amazing as the museum had been. This allowed us to take some unique pictures and shoot some very special videotape of DeLoreans in motion.

Halfway to Columbus, we all pulled into a rest area together, which had just enough room for our cars. All of us are used to the surprised looks of people seeing a DeLorean, but the shock value of 21 DeLoreans brought this to a new order of magnitude. A crowd gathered immediately, and cameras popped everywhere.

Friday night banquet. photo by Ken Koncelik

Outside the warehouse that afternoon, we sadly said goodbye to each other. Lingering over questions about our radio antennas and plans to attend the Expo in Los Angeles, one by one we raised our gullwings and headed for home.

Thanks to Ken Koncelik for bringing us together for a fun weekend. And while we are at it, Ken wants to thank Linda Porter, Debbie Spurlin, Stephen Wynne, Rob Grady, and Dave Bauerle for sharing this special weekend with him.

YOUR DELOREAN IS BETTER SERVICED AT:

DMC
DeLorean
MOTOR CENTER

Performance by California's Best:

TAKE THE GUESSWORK OUT OF REPAIRS
11 YEARS OF DELOREAN FACTORY EXPERIENCE SAVES YOU MONEY!

DON STEGER
DeLorean Specialist
Owner and Shop Technician
Factory Trained

DMC
DELOREAN
Don

Specializing in:

- Preventive Maintenance (Most Important)
- Turbo Installations - Single & Twin
- Full transmission repair - Automatic and Standard - Send them & we will rebuild
- Glass Installation & Fiber glass repair
- Complete rebuilding & repair of engines
- DeLorean Collision Specialists
- Metal Finishing - Send your panels to have dents & scratches removed
- Modifications
- Frame Repair
- Custom Paint Jobs
- Computer alignment:
  Front caster and toe-in adjustable
  Rear camber and toe-in adjustable

CALL US FOR OUR SPECIALS

Days:	(714) 554-6794
Evenings:	(714) 520-5670
	(714) 890-0439
FAX:	(714) 554-0163

DELOREAN PARTS AVAILABLE FROM
OUR INVENTORY!
WE CAN SHIP PARTS . . . ANYWHERE.

MasterCard VISA

DeLorean Motor Center
13881 West Street, Garden Grove, California 92643
(4 miles south of Disneyland)

DELOREAN OWNERS ASSOCIATION
MEMBER

Preventive Maintenance

Accessories Installed

Wheel Alignments - Tire Balance

Twin Turbos Installed

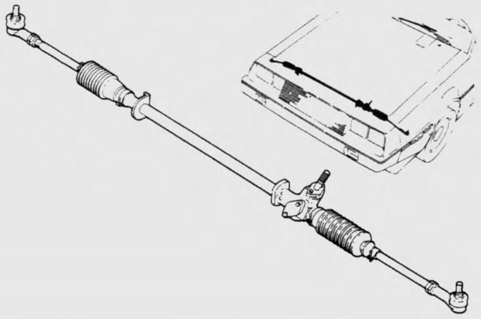
Updates and Improvements Installed

Frame Rustproofing

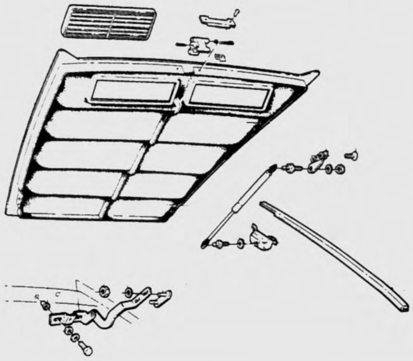
ASE Certified Technicians

Repairs, including Mechanical, Electrical, Brakes, Steering, Suspension, A/C and more!

Loose Steering?
We have remanufactured steering racks!



Cracked Louvres?
We have the fix!



Bauerle Automotive Inc.

Complete DeLorean Service Located in Central Ohio
4211 Radnor Road, Radnor, Ohio • (740) 595-3348

DISCOVER NOVUS · VISA · MasterCard

DeLorean Store

[http://www.DeLoreanStore.com]

Special prices effective through JUNE 1999

MEMBERS SAVE 10% BY ORDERING ON THE INTERNET

SPRING SPECIALS AND NEW ITEMS

DWISP	**DeLorean World Magazine Internet Special.** Complete set of all issues (originals and photo copies) with Tech Notes, Technical Index, and 4 binders **plus 1 year membership or renewal** **Foreign members**	 $350.00 $375.00
106	**DeLorean Poster** by Shin Yoshikawa..**REDUCED!** Signed and Numbered by artist...**Only 100!**	$20.00 $45.00
059	**Back From the Future Video**. 30-minute historical video of factory, early prototypes, gold-plated DeLorean and much more. Produced by Robert Lamrock of Ulster TV. VHS for US only	$29.95
110	**DeLorean–The Car and The Company video**. 42-minute technical talk from Eurofest '97 by Mike Loasby. VHS for US only	$29.95
110S	**Video Special** – 059 and 110 videos together	$50.00
108	**"I'd Rather Be Driving My DELOREAN" License frame.** Black with raised White letters. **NEW!**	$5.00
109	**Stainless Steel Travel Mug** with DeLorean car and DMC logo. 16oz., stainless inside and out, black lid with 'o'ring seal. **NEW!**	$19.95

DELOREAN MOTOR CAR ITEMS

101	**15th Anniversary Collector Plate.** New Limited Edition numbered plate with DeLorean on front and inscription on marque on back. Only 100 made	$25.00
102	**Henley Sport Shirt.** White cotton 3-button shirt features distinctive DMC logo on front with colorful silk-screened flying DeLorean on back. **L, XL & XXL**	**Reduced!** $20.00
103	**DeLorean Motor Car Mock Turtle Shirt.** New white long sleeve cotton shirt features distinctive DMC logo on front with colorful silk-screened flying DeLorean on back. **L, XL & XXL**	**Reduced!** $15.00
104	**Short Sleeve Tee Shirt.** Same design as on Henley & Mock Turtleneck shirts **L,XL & XXL**	$15.00
105	**DeLorean Motor Car Mouse Pad...NEW!**	$10.00
068	**"DeLorean Gold Portfolio"** book	$24.95
052	**DeLorean Note Pad 50-sheet pad** w/ DeLorean car at the top (4" x 6")	$1.50

ASSOCIATION LOGO ACCESSORIES

043	**Association Giant Umbrella.** 54" gray nylon with black logo. Black shaft and handle	$20.00
031	**Silver & Gold Car Badge...NEW!**	$12.00
031B	**Black Car Badge...NEW!**	$8.00
034	**Polished Brass Double Safety Keyring...NEW!**	$9.00
029	**Polished Brass Money Clip...NEW!**	$6.00
032	**Dash Plaque**	$5.00
033	**Leather Key Ring**	$6.00
018	**Embroidered Patch**	$3.50
024	**Cloisonné Lapel Pin**	$3.50
028	**Business Card Magnet**	3 for $2.00
065	**Member Window Decal**	$1.25

SHIPPING CHARGES - Priority Mail to U.S.

$ 25.00 and under	**$ 7.00**	$ 70.01 to $ 85.00	**$11.00**
$ 25.01 to $ 40.00	**$ 8.00**	$ 85.01 to $100.00	**$12.00**
$ 40.01 to $ 55.00	**$ 9.00**	$100.01 to $200.00	**$18.00**
$ 55.01 to $ 70.00	**$10.00**	$200.01 and above	**$25.00**

ASSOCIATION SPORT APPAREL

003	**Members Only Sport Jacket.** Slate gray nylon with embroidered logo. **M, L, XL, XXL...NEW!**	$60.00
004	**Association Car Coat.** This popular stone-washed canvas coat is roomy and comfortable with friendly broken-in feel. Sage color with embroidered Association logo. **L, XL**	$40.00
057	**Black Cotton Knit Sweater. M, XXL, XXXL**	$28.00
016	**Association Sweatshirt.** Black, **Silver** or white poly-cotton with large logo. **M, L, XL, XXL (XXL + $3)**	$25.00
010	**Polo Sport Shirt.** 100% cotton with embroidered logo. **Red only. Lg, XL** **Red and White. XXL**	 $28.00 $30.00
011	**Silver Polo Shirt.** Poly-cotton with embroidered logo. **L, XL**	$20.00
006	**Association Tee Shirt.** Black or Silver poly-cotton. **M, L, XL (XXL & XXXL + $3.00)**	$12.00
002NB	**Association Sport Cap.** Natural brushed 6-panel cotton twill w/ black brim.	**NOW Only** $10.00
002	**Association Baseball Cap.** Black, white, gray	$8.00

ASSOCIATION DECORATOR AND NOVELTY

044	**Association Logo Paperweight.** Heavy, clear, slant-top lead-crystal paperweight	$40.00
051	**Quill Duratone Logo Pen.** Textured gray with Association logo on slant-top. **Sharp!**	$12.00
045	**Tote Bag.** Black with Silver/Red Logo	$8.00
062	**Black Ceramic Logo Mug**	$8.00
027	**License Frame** - "My Other Car is a DeLorean"	$5.00
055R	**Giant Logo Tumbler** w/ sipper. Red or Black	$2.00
054	**Bic Rollerball Logo Pen.** Charcoal	$2.00
053S6	**Silver Logo Stickers**	4 for $2.00

DELOREAN WORLD MAGAZINES AND BINDERS

DW16	**Package of 16 Original Issues of DeLorean World** with new binder	$100.00
DW8	**Package of 8 Original Issues of DeLorean World**	$50.00
DW1	**DeLorean World Back Issues.** See Magazine Order Form or Technical Index for list. Original Issues	$12.50
DWPC	**Photo Copy of Issues** (Vol 1.1 to 3.1)	$5.00
066	**DeLorean World Tech. Notes.** Compilation of all technical articles from Vol 1.1 to Vol 2.3	$15.00
DWTI	**DeLorean World Technical Index.** Index of all technical articles. **New!**	$2.00
DWTIPC	**DeLorean World Technical Index.** PC Excel file	$5.00
DWTIM	**DeLorean World Technical Index.** Mac Excel file	$5.00
064	**DeLorean World Binder.** Silver & black binder that holds up to 16 issues	$16.00
064S2	**2 binders**	$28.00
064S4	**4 binders**	$52.00

ORDER INFORMATION

American Express, Discover, Mastercard, Visa Accepted

8.25% Sales Tax on California orders. 2 to 5 weeks for delivery.

Prices subject to change. Merchandise subject to availability.

Mail, Fax or Phone order with Membership Number, Check or Credit Card Authorization for Total Charges including shipping charges made out to **"DeLorean Owners Association".**

SAVE 10% BY PLACING YOUR ORDER ON THE INTERNET.

DeLorean Owners Association • Marcie Haug - Products Director • 1617 Del Valle Avenue • Glendale, CA 91208 • (818) 547-3638 Phone/Fax

CLASSIFIED

For Association Members Only

$.40 per word. Send typewritten ad with membership number and check made out to "DeLorean Owners Association." Mail to: James Hales, 2651 Altamira Drive, West Covina, CA 91792 Phone/fax: (626) 965-5190 or E-mail: advertising@delorean_owners.org

MEMORABILIA

DeLorean Mouse Pad with the neat Flying DeLorean that is same design as on the DeLorean Motor Car shirts. Many uses include a small wall poster, hot pad for a hot DeLorean pan, coaster for a giant DeLorean mug, seat cushion for little DeLorean tykes, and maybe even use it for your DeLorean computer. WOW! And they are reduced to $10.00, or 6 for $50.00, plus shipping per the DeLorean Products ad, and sales tax to CA residents. DeLorean Owners Association, 1617 Del Valle Avenue, Glendale, CA. Phone/FAX: (818) 547-3638. Website: www.delorean-owners.org

New DeLorean Poster! Created especially for the DeLorean Owners Association by renowned automotive artist, Shin Yoshikawa. Limited edition of 100 personally signed and numbered by artist, $45.00 plus $5.00 shipping, and sales tax to CA residents. Unsigned poster - $20.00 plus $5.00 shipping and applicable CA tax. DeLorean Owners Association, 1617 Del Valle Avenue, Glendale, CA. Phone / FAX: (818) 547-3638. Website: www.delorean-owners.org

SAVE 10% ON ALL PRODUCT ORDERS by placing your order for all Association products on our website located at http://www.delorean-owners.org. Go directly to the Marketplace and click on Enter Webstore and place your order online with the DeLorean Owners Association in our secure mailbox.

Back To The Future™
...The Fan Club

The worldwide organization of *Back to the Future™* enthusiasts of the three blockbuster films and the simulator rides, the cast & crew of the film series, and the DeLorean time machine vehicle. Membership is only $20.00 per year U.S. ($25.00 everywhere else), and includes four large issues of our ***Hill Valley Telegraph*** glossy newsmagazine, a free membership kit, free classified ads, and *BTTF/*DMC memorabilia information. Please make checks or money orders payable in U.S. funds to *Back to the Future™...The Fan Club.* For more information, contact:

Back to the Future™... The Fan Club
P.O. Box 880, Dept. D
Athens, AL 35612-0880
Phone/Fax: (205) 230-6288
E-mail: bttf@traveller.com
Website: http://www.hsv.tis.net/~bttf

DELOREANS FOR SALE

1983 Delorean. Like new. Only 8,600 Miles. Automatic Transmission. Black Leather Interior. Price $25,000. Call Lee Dahlen 414 632 4532.

1981 De Lorean. Excellent original condition. Automatic, Grey interior, 22,321 total miles. Driven regularly. $17,500. Located Okla. 800/749-3276.

1982 DeLorean – 5 speed; Vin # SCEDYT26T4CD010345. Original owner 20,000 miles. Always garaged. All service records. Looks great. Gray interior. Phone: 310/374-8090 or e-mail MISCMOMS@aol.com. Price $22,500.

PARTS AND ACCESSORIES

Delorean Parts - Wheels, motors, doors, quarter panels, axel shafts, fiberglass bodies and a lot more. Call 919 383-6187.

THE CRAWFORD AUTO - AVIATION MUSEUM

continued from page 11...

the shops, and on special occasions, eat lunch or dinner in Crawfordville.

MUSCLE CARS AND MODERN CLASSICS

The Crawford Collection includes many modern classic cars. The Studebaker Avanti R-3 is always a crowd pleaser, but you can also find modern classics by Lotus, Jaguar, Ferrari, and McClaren. DeLorean World readers will smile as they admire the gull-winged Mercedes-Benz 300SL Coupe. All you fans of John Z. DeLorean's work will admire the 1965 Pontiac GTO. Then the crisp lines of the 1981 Aston Martin Lagonda will give you the suggestion of an over-sized DeLorean.

Naturally, there is a DeLorean in the Crawford collection, but this is not just any DeLorean. The Crawford's DeLorean is the famous VIN 500 car, the first to come off of the production line on January 21, 1981. The most sought-after book about DeLoreans, John Lamm's Stainless Steel Illusion (see DeLorean World Vol. 15, #1) mentions this very car on page 112. When DMC went out of business, most of its inventory was acquired by Consolidated International in Columbus, and a Consolidated executive named Jeffrey Abrams acquired this car. Abrams donated this significant piece of DeLorean history to the Crawford so that we can all see it any time we like.

The DeLorean acts as sort of a flagship for one of the most unique sets of automobiles in the world: the Crawford's stainless steel car collection (see sidebar, page 11). The Crawford is the only place in the world where you can see a stainless steel 1936 Ford (one of only six ever made), a stainless 1966 Lincoln Continental (one of only three ever made), and the first production DeLorean at the same time.

Whether your interest is concentrated on DeLoreans or includes all classic cars, or even encompasses all of automotive history, the Crawford Auto-Aviation Museum has something for you. The Crawford is open seven days a week. When you decide to come for a visit, you can call (216) 721-5722 for hours of operation and current admission rates.

There are enough sights and activities in this city to please almost everyone...

Meet me in St. Louie!

By Linda Porter, President/Activities Director
Photos courtesy of the St. Louis Convention & Visitors Commission

The first order of business in planning an Expo is city selection followed by choosing a hotel.

St. Louis, Missouri gets the nod for host city of Expo '99. Located in the center of the United States, St. Louis is easy to get to because it is the hub for airlines, as well as an easy driving distance from so many states. In recognition of the character of our host city, we're calling this Expo "Oktoberfest."

THE REGAL RIVERFRONT HOTEL IN ST. LOUIS IS CHOSEN AS THE HEADQUARTERS FOR OKTOBERFEST

This is a full service hotel with an ideal downtown location. It is situated only a block away from the south leg of the Gateway Arch, St. Louis' most distinctive landmark. Many of the hotel rooms feature views of the Arch and the Mississippi River. The Regal Riverfront offers the only revolving rooftop restaurant in St. Louis, the "Top of the Riverfront" on the 28th floor of the north tower where you can gaze for miles across the city.

If you haven't been to St. Louis in recent years, you haven't seen St. Louis. Downtown stretches 20 blocks westward from the Mississippi River. Within this area, you will find the city's most historic building, the Old Courthouse, and a wonderfully restored train terminal that contains many shops and restaurants. Like any world class city, you will also find sports venues, parks and many museums.

GAMING IS CLOSE BY, TOO.

The S. S. Admiral, a stationery gaming boat adjacent to the Arch, houses the President Casino and St. Louie's for fine dining.

Another interesting dining experience on the river, is the world's only floating McDonald's, which is also just a short walk from our hotel. Other boats ply the river and feature an exciting selection of food and music along with the history of the Mighty Mississippi.

There are enough sights and activities in this city to please almost everyone, and most are easily accessible from our centrally located hotel. Tours of the Anheuser-Busch Brewery, the Laclede's Landing entertainment district, and the Soulard area, which is noted for it's music clubs and architecturally significant buildings, are all places that are well worth a look while visiting in this reborn city by the river.

The city was founded in 1764 as a French fur trading center in Spanish colonial territory. In 1804, explorers Lewis and Clark were outfitted here for their journey to the Louisiana Territory. Daniel Boone made his home 35 miles west of St. Louis.

Westward expansion has always been a theme of this area, and has been commemorated with the building of the Gateway Arch — the centerpiece of the National Park Service's Jefferson National Expansion Memorial. Finnish born architect Eero Saarinen entered and won an architectural competition in 1947 for this famous memorial. His concern was to create a monument of lasting significance that would also to be a landmark of our time. He certainly accomplished his goal.

Located in the center of the United States, St. Louis is easy to get to because it is the hub for airlines, as well as an easy driving distance from so many states.

THE ARCH IS LOCATED IN THE CENTER OF A PARK ON THE WESTERN BANK OF THE MISSISSIPPI.

It is 630 feet tall, and that is also the distance from leg to leg at ground level. Underground, there is a Visitors Center, The Museum of Westward Expansion, the Museum Store, and the Arch Odyssey Theatre. Trams travel inside the legs of the Arch, transporting visitors up to experience the views from the top. The trams consist of 8 barrel shaped pods that hold 5 passengers each. At the top of the Arch, a 65' long by 7' wide room, with narrow windows facing east and west, allow the visitor to see up to 35 miles on a clear day.

EXPO '99 ATTENDEES WILL VISIT THIS MONUMENT ON FRIDAY

After it closes to the public, it will be exclusively ours. We will be able to ride the trams, visit the museum and have a catered Oktoberfest Buffet in the central hall of the Visitor Center. This is a "can't miss" event and should prove to be very exciting.

Many other activities are being planned for Oktoberfest. Dates are October 7 - 10, 1999. Mark your new calendars now, and plan to meet me in St. Louie!

DeLoreanWorld

DeLorean World, Volume 16, Number 1; Winter 1999

EDITOR
David Knudson

CONTRIBUTING WRITERS
Henry Breer, Robert Brandys, Kirk Dunne, Brian Henson, Bruce Lasuta,
Wayne Luoma, Linda Porter, Art Shipley, Dick Shipman, Mike Substelny

CONTRIBUTING PHOTOGRAPHERS
Mimi Breer, Robert Brandys, Jim Hales, Brian Henson, Ken Koncelik,
Bruce Lasuta, Joe Ranier, Art Shipley, Mike Substelny, Matt Weidle

ADVERTISING DIRECTOR
Jim Hales
2651 Altamira Dr., West Covina, CA 91792
Phone/Fax: (626) 965-5190
e-mail: jdhales@earthlink.net

DESIGNED AND PRODUCED BY
Jan H. Detanna, Creative Link, Santa Fe Springs, CA (562) 944-4176

DELOREAN OWNERS ASSOCIATION BOARD OF DIRECTORS
Linda Porter, President/Activities Director
Mary Lou Knudson, Second Vice President
Joan Truscott, Treasurer
Dick Shipman, Technical Director
John Truscott, Membership Director
Marcie Haug, Products Director
Jim Hales, Advertising Director
Ray Haug, Internet Director
Jack Balderston, Parliamentarian
Millie Bernstein, Mailing Director
Mimi Breer, Historian
Ed Bernstein, Concours Director
Henry Breer, Museum Director
Delores Hales, Hospitality and Raffle Director
Don Sigler, Parade Director/Photographer

PRESIDENTS EMERITUS
David Knudson, Kjell Myhre, Gil Moreno, Ed Bernstein, Bob Giedeman

EDITORS EMERITUS
Jack Balderston, Kay Myhre, Kerry Carmody, Dan DePrez, Ed Bernstein, Bob Giedeman

YOUR FAVORITE DELOREAN PHOTO AND/OR EDITORIAL CONTRIBUTION MAY BE IN DELOREAN WORLD
(Vertical format transparencies for the cover. Transparencies, standard color or black and white for the inside.
Text preferred in Word or Wordperfect in Mac format on 3 1/2" disk.)
Members are awarded a year's membership in the Association for a general subject feature-length article and
$100 for a "DeLorean Getaways" feature-length article that is published in DeLorean World.

SEND TO: David Knudson, Editor
U.S Mailing Address: P.O. Box 423, Tujunga, CA 91043-0423
Shipping Address for FedEx, UPS, etc. only: 9540 Haines Canyon, Tujunga, CA 91042
Phone/Fax (818) 352-7232
e-mail: national66@earthlink.net

Submissions are subject to review and the author should retain a copy. Photographs should be color or black and white, printed on glossy stock. The DeLorean Owners Association is not responsible for unsolicited materials.

CHANGE OF ADDRESS
Eight weeks notice is required for change of address.
Please send new address and old address with imprint from recent issue to:
DeLorean Owners Association Membership Data Center
879 Randolph Road, Santa Barbara, CA 93111, (805) 964-5296

MEMBERSHIP / SUBSCRIPTIONS
DeLorean World is the official publication of the DeLorean Owners Association and is available only to the Association membership and DeLorean World advertisers. Membership information may be obtained by contacting:
John Truscott, Membership Director, 879 Randolph Road, Santa Barbara, CA 93111, (805) 964-5296

BACK ISSUES
Originals or photocopies of all back issues are available from
Marcie Haug, Products Director
1617 Del Valle Avenue, Glendale, CA 91208, (818) 547-3638

DISCLAIMER

While it is a primary service of the DeLorean Owners Association to disseminate "DeLorean World" technical information, any maintenance techniques or possible modifications published in the DeLorean Owners Association newsmagazine should be weighed against conventional, traditional and generally accepted techniques and modifications. The DeLorean Owners Association should not be considered the authority on maintaining or improving DeLoreans and the views expressed are those of the author of an article and does not constitute endorsement of it by the Association, its officers or members. Prudent owners should consider possible techniques or modification in light of common sense compromises among economy, longevity, performance, reliability, driveability, legality and resale value. This publication and this organization will NOT ASSUME LIABILITY for any such consequences.

Use of the DeLorean Owners Association's emblem by advertisers neither constitutes an endorsement nor a representation or implication that the DeLorean Owners Association has in any way investigated the products or services.

All advertising is subject to approval before acceptance. DeLorean World reserves the right to refuse any ad for reasons of suitability, space availability, or advertiser's unreliability. It is DeLorean World's policy not to carry advertising for the following: health related products, material of a religious or political nature, lotteries, competing publications, or potentially libelous material. Warranties, representations or statements made in ads are the sole responsibility of the advertiser. Advertisers are expected to fairly and accurately describe the items or services offered and are expected to describe reprinted literature and reproduction parts as such.

DeLorean World is published quarterly by the DeLorean Owners Association. DeLorean World is a registered trademark of the DeLorean Owners Association, Inc. Printed in U.S.A. Postmaster send change of address to: DeLorean Owners Association, Membership Data Center, 879 Randolph Road, Santa Barbara, CA 93111. Telephone (805) 964-5296. ©1999 DeLorean Owners Association, Inc. All Rights Reserved. Reproduction of text, photographs, and illustrations is not allowed without express permission.

ADVERTISERS INDEX

Bauerle Automotive Inc.....33

Classifieds 35

DeLorean Motor Center.....32

DeLorean One 14, 15, 28, 40

DeLorean Owners Association................2, 6, 34

P.J. Grady, Inc 29

Turbo Manifold.................39

CLASSIFIED and DISPLAY ADVERTISING DEADLINES

Volume 16, No. 2.......... April 1, 1999

Volume 16, No. 3 .... July 1, 1999

NOTICE!!!!

The Association is offering $100 to the author of a "DeLorean Getaways" article. A one year Association membership is offered for any other feature-length article that is published.

Please send all DeLorean World articles and photographs directly to the editor:

David Knudson
P.O. Box 423
Tujunga, CA 91043
Phone/Fax: (818) 352-7232
e-mail:
national66@earthlink.net

Text is preferred in Wordperfect or Word in Mac format on a 3.5" disk.

If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37):·The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

PERFORMANCE

- 0-60 mph . . . . 6.3 seconds
- Top Speed . . . . 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

If you're thinking turbo, think twin-turbo. There's only one — Island Turbo, the DeLorean turbo experts.

California EPA Approval Pending

CATALYTICS ONLY
UPDATE KITS AVAILABLE

TURBO MANIFOLD CO.
841 Worcester Rd., Suite 304
Natick, MA 01760

TURBO HOTLINE: (800) 449-1248
or 1 (508) 303-1924
FAX NO: (800) 449-1248
or 1 (508) 303-1924

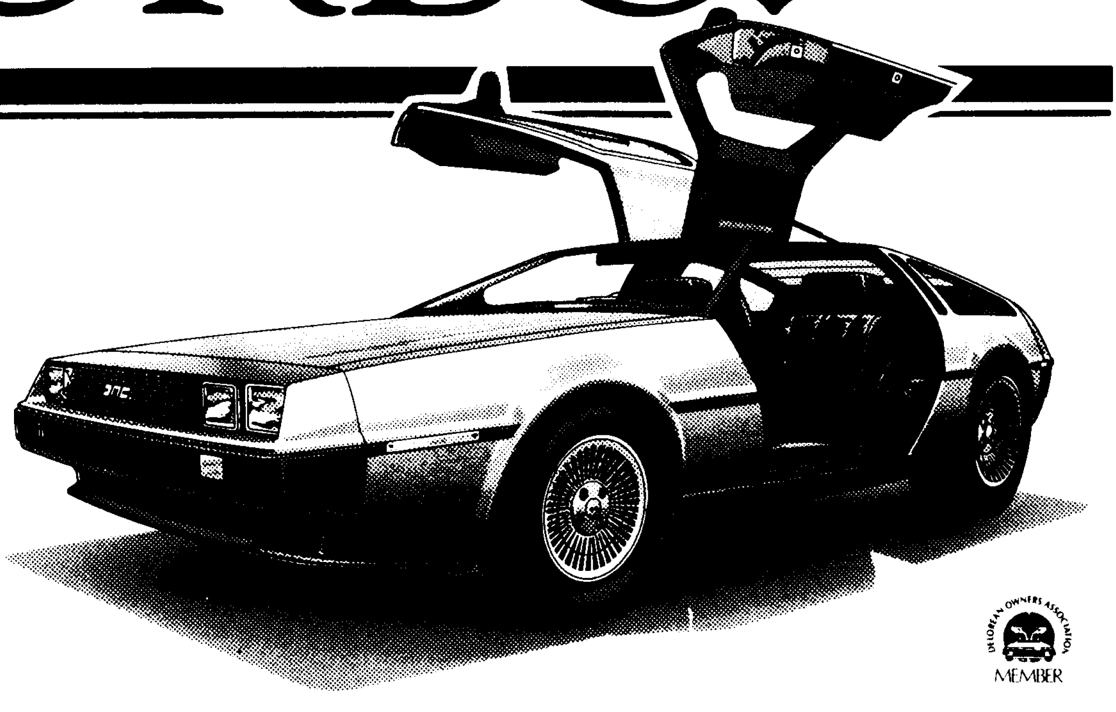
INSTALLATION FACILITIES

Motivation Racing
2353 Santa Ana, Suite 30
Dallas, TX 75228
(214) 321-3907

Paradise Motorsport Service
63 S. Eisenhower Lane
Lombard, IL 60148
(312) 495-3774

Bauerle Automotive
4211 Radnor Rd.
Radnor, OH 43066
(614) 595-3348

THINK TWIN TURBO.



INSTALLATION FACILITIES

DeLorean Motor Center
13881 West Street
Garden Grove, CA 92643
Phone (714) 554-6794

Stanford Lincoln-Mercury
444 El Camino Real
Menlo Park, CA 94025
Phone (415) 321-8030

PJ Grady Inc.
118 Montauk Highway
West Sayville, NY 11796
Phone (516) 589-6224

DeLorean Owners Association
MEMBER

Don’t let us pass you up again!

We’re always on the move crisscrossing the country. It’s because so many owners want the peace of mind of having their DeLoreans serviced by DeLorean One.

No matter where you live in the United States (except Hawaii and Alaska), we’ll pick up your car in our custom made transporter, bring it in, repair it right then return it to you.

Don’t let us drive by next time without stopping. Give us a call today and arrange a convenient time to pick up your car.

We also ship all DeLorean parts and accessories anywhere in the world.

DISCOVER NOVUS VISA MasterCard AMERICAN EXPRESS Cards

DELOREAN ONE

DELOREAN ONE

20229 Nordhoff Street, Chatsworth, CA 91311
Our 24 hour, toll-free phone number: (800) DMC-HELP
(818) 341-1796   International Fax: (818) 998-6381
Our website: http//www.deloreanone.com